

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

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## American Railroad Journal.

New York, Saturday, May 3, 1873.

### Pennsylvania and Delaware Railway.

The Pennsylvania and Delaware Railway connects with the Pennsylvania Railroad at Pomroy, about forty miles from Philadelphia, from which point it runs a southeast course, following the line of Buck creek, crossing Doe run, and after passing over Pusey's Summit, intersects White Clay creek, which it follows to Newark, Del. Before reaching Delaware City, the Christiana creek and the waters of Red Lion are crossed. The first town of any size on the new road after leaving Pomroy is that of Chatham containing about 500 inhabitants. A short distance south of this Avondale is reached, at which place the Baltimore Central Railroad is crossed. Landenburg, a few miles further down the White Clay creek, is the present terminus of the Wilmington and Western Railroad, and with this the Pennsylvania and Delaware Railway connect. Newark, Del., is immediately on the line of the road, and here a connection is made with the Philadelphia, Wilmington and Baltimore Railroad. At Kirkwood trains also connect with the Delaware road. The entire distance from Pomroy to Delaware City is 40 miles. A train of cars passed over the entire road on the 2d ult. The Pennsylvania Railroad is about to lease the new road. An extensive wharf and a

large quantity of land in the immediate vicinity of the wharf has been purchased by that company.

## JAY COOKE & CO.,

No. 20 Wall Street,  
NEW YORK.

## EXCHANGE

—ON—

LONDON,

PARIS,

BERLIN,

FRANKFORT,

BREMEN,

VIENNA.

## CABLE TRANSFERS,

Circular Letters,

## COMMERCIAL CREDITS,

—ON—

## Jay Cooke, M'Culloch & Co.,

No. 41 Lombard St., London.

## CABLE TRANSFERS UPON VIENNA DIRECT

Allouez Mining Company.

The annual meeting of the stockholders of this company was held in Boston on the 9th inst. and the large number of 14,075 shares out of 20,000 was represented. The Boston Journal says that the attendance of stockholders in person was unusually large, and all went away well pleased with the present and future prospect of their property. The agent, A. P. Thomas, made a report, giving the details of operations thus far, which showed that the mine was rapidly approaching the period when the shareholders may look for a return for past outlays. At present the three shafts are down an average of 168 feet, the deepest being 216 feet. By the first of January next the connections will be made at the third level and the mine be ready to commence the business of stopping or taking out Copper, when it is expected that dividends will be earned from the first six months' product. The lode, or vein, is 28 feet wide, with an average of 12 feet productive ground. The agent gives 2 per cent as the minimum percentage of Copper, but feels confident

that it will be much higher, and even at 2 per cent the mine would pay a large profit owing to the great width of vein and the ease with which it can be worked.

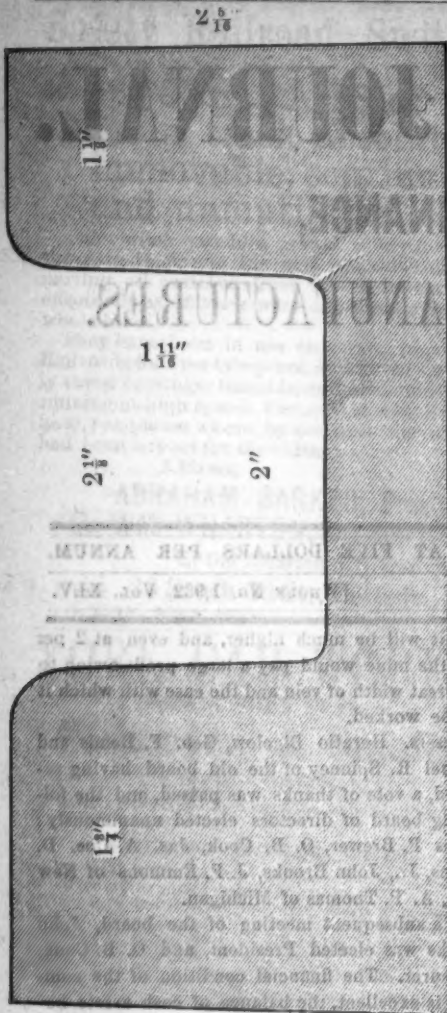
Messrs. Horatio Bigelow, Geo. F. Bemis and Samuel R. Spinney of the old board having resigned, a vote of thanks was passed, and the following board of directors elected unanimously: James P. Brewer, O. B. Cook, Jas. A. Coe, D. Nevins, Jr., John Brooks, J. F. Emmons of New York, A. P. Thomas of Michigan.

At a subsequent meeting of the board, John Brooks was elected President, and O. B. Cook, Treasurer. The financial condition of the company is excellent, the balance of cash assets being \$51,923 97.

## Fairbanks' Scales.

There are but few persons who have not had the opportunity of seeing or at least hearing about Fairbanks' scales, but there is a very considerable number not aware of the place where they are manufactured, or the extent of the establishment which turns out so many of these indispensable articles. Mr. Fairbanks the inventor of the scales which bear his name, and which have become familiar in all quarters of the globe, commenced business in a small way at St. Johnsbury, Vt., about thirty years since. So rapidly did the trade develop under energetic management that the establishment to-day covers ten acres of ground, furnishes employment to six hundred men, and manufactures upward of fifty thousand scales annually, embracing three hundred varieties, from the most delicate standard of the druggist or banker, to the ponderous hay, railroad-car or canal boat scales, weighing five hundred tons at a time. The yearly sales of the establishment amount to \$2,000,000. The products are shipped to every quarter of the globe, and it is estimated that 800,000,000 of the world's population have adopted the Fairbanks' scale as a standard of accuracy. The Scales have come off victorious in the numerous competitions for prizes, and at the great Paris Exposition they received the highest premium over thirty three manufacturers from all parts of the world.

The constantly increasing demand for the scales in this country has necessitated the opening of branch establishments in all the large cities. A list of the principal of these will be found in their Advertisement on page 545 of this week's issue.



**Wharton's Rolled Bessemer Steel Grooved Rails for Railway Curves.**  
PATENTED JUNE 4, 1872.

We give above a cross-section of the Wharton Steel Rail for city railway curves, to supersede the necessity for a guard rail, and to facilitate the laying of rails around street corners. The paving can be made flush with the rail. The inventor, Mr. Wm. Wharton, Jr., the inventor of the now celebrated Safety Switch, manufactures these curved rails to order with any required radius, at his factory, southeast corner of Washington avenue and Twenty-fifth street, Philadelphia, and of any lengths not exceeding 25 feet, all ready to lay down without cutting. Special attention is given by him to the fitting up of tracks and curves, including frogs and switches, for depots, warehouses, wharves, &c.

As these curved rails are made of rolled Bessemer steel, and from a mere glance at the wood cut section above, it is easy to see the economy of their use in comparison with that of the common form of iron tramway bent rudely to fit the sharp curves of street railways. Their economy and durability have already been tested; for there are at least a thousand of them in use on city railroad tracks, although of a lighter pattern than the above. The steel grooved rail is even cheaper in first cost than where an additional T rail is employed as a guard, four rails being reduced to two; to say nothing of the extra labor of laying

down in the latter case. The rolled and grooved steel rail is lighter, and, therefore, cheaper also than curved cast iron rails.

The weight of the rail shown above is 80 lbs., and it price 8 cents per pound, cash paid, at the works, and it is delivered curved to any radius, cut to lengths ordered, fitted, and drilled for spikes ready for use. But if flat Bessemer steel rails be wanted for the outside rail of the curve they will be furnished.

Address WM. WHARTON, JR., Post Office Box 2745, Philadelphia, Pa.

#### Ohio Railway Lease Bill.

The following is the exact text of the bill passed by the Ohio Legislature on the 14th ult., to which reference was made in our last issue:

A BILL to amend section twenty-four of an act entitled "an act to provide for the creation and regulation of incorporated companies in the State of Ohio," passed May 1st, 1852; (S. and C. page 271,) and supplementary to said act.

SECTION 1. Be it enacted by the General Assembly of the State of Ohio, That section twenty-four of the above recited act be so amended as to read as follows:

SECTION 24. Any railroad company heretofore or hereafter incorporated, may at any time, by means of subscription to the capital stock of any other company or otherwise, aid such company in the construction of its railroad for the purpose of forming a connection of said last mentioned road with the road owned by the company furnishing said aid, where the road of the company so to be aided does not form a competing line; or any railway company organized in pursuance of law may lease or purchase any part or all of any railroad constructed by any other company, if said companies' line of said road are continuous or connected and not competing as aforesaid, upon such terms and conditions as may be agreed upon between said companies respectively, or any two or more railroad companies whose lines are so connected and not competing may enter into any arrangement for their common benefit, consistent with and calculated to promote the objects for which they were created; Provided, that no such aid shall be furnished, nor any purchase, lease or arrangement perfected until a meeting of the stockholders of each of said companies shall have been called for that purpose by the directors thereof, on thirty day's notice to each stockholder, at such time and place, and in such manner as is provided for the annual meetings of said companies, and the holders of at least two-thirds of the stock of each company, in person or by proxy, shall have at such meeting assented thereto; and provided, that in case of the lease of any railroad situate in whole or in part within this state, the rental reserved and secured for said leased road, shall be equal to at least the net earnings of such leased road for the fiscal year next preceding the one in which said lease is made.

SEC. 2. Any stockholder who shall refuse his assent to said lease, and signify the same by notice in writing to the lessee or lessees within sixty days thereafter, shall be entitled to demand and receive from such lessee or lessees previous to such lease, purchase or arrangement being consummated, the average market value of his stock for six months next preceding the day of the meeting of the companies at which said lease is approved as aforesaid on the surrender of his stock. If the stockholder and the lessee cannot agree as to the value of the stock, it shall be lawful for the parties to submit the question to arbitration, which arbitration shall be conducted in accordance with the provisions of the law in force regulating arbitrations (so far as the same may be applicable,) by three disinterested persons to be appointed upon the motion of either of the parties by the judge of the court of common pleas of the county in which the person owning the stock shall reside, or in case he be a non resident of the state, or any county through which said road

shall pass, then in the county in which the principal office of the company shall be kept, and if any such stock holders shall refuse to submit the question to arbitration, the proper judge shall, upon the application of any director of either companies to the contract, appoint the arbitrators, who shall proceed to ascertain the value of the stock in the same manner as if the question had been submitted by consent of both parties, and if the party owning the stock shall refuse to receive the amount so awarded in any case provided for in this section, it shall be lawful for the company to deposit the same with the clerk of the court of common pleas of the county in which the arbitration shall be held, which deposit shall operate the same as if payment was made to the owner of the stock.

SEC. 3. In all cases of arbitration under the provisions of the foregoing section, it shall be the duty of the party desiring such arbitration to give the opposite party at least ten days' notice of his intention to apply to the judge for the appointment of the arbitrators, which notice shall be served in the same manner as is provided for the service of a summons, and shall specify the time and place of the hearing of such motion; Provided, that in cases of non-residents the notice shall be by publication made in the same manner and for the same time provided by the code of civil procedure.

SEC. 4. No railroad company in this state shall lease the road of said company to any other railroad company, unless the lessor shall require and receive full and adequate security for the payment of the rental and for the preservation of the property of said lessor, in as good condition as on entering into possession.

SEC. 5. That original section twenty-four is hereby repealed, and this act shall take effect and be in force from and after its passage.

SEC. 6. Provided that any corporation of the State, organized prior to the present constitution, taking any action under or in pursuance of any of the provisions of this act, shall thereafter and thereby be deemed to have constituted to be, and to have and exercise all and singular its franchises as a corporation, under and by virtue of the present constitution and laws passed in pursuance thereof of the State and not otherwise.

#### Northern Central Railway.

We gave in our issue of March 15th the Report of the President of this company for the year ending December 31, 1872, showing the receipts from operations of the road to have been \$4,598,820 19, the operating expenses \$3,437,050 97, and the net revenue \$1,161,769 22. From the Treasurer's statements, which have since been received, we learn that the receipts and expenses were apportioned as follows:

RECEIPTS.	
Main Line.....	\$3,095,602 50
Shamokin Division.....	309,361 86
Elmira Division.....	580,299 79
Chemung Division.....	227,236 15
Canandaigua Division.....	386,319 89
<b>Total earnings.....</b>	<b>\$4,598,820 19</b>
Capital stock issued.....	240,300 00
Consolidated mortgage bonds issued.....	197,000 00
Income convertible bonds issued.....	439,000 00
Income bonds issued for stock of Chemung R. R. Co., and Elmira, Jefferson and Canandaigua R. R. Co.....	2,750,000 00
Floating debt—increased.....	316,810 40
<b>Total.....</b>	<b>\$8,541,930 59</b>
EXPENDITURES.	
Main Line.....	\$2,289,136 88
Shamokin Division.....	184,622 83
Elmira Division.....	482,630 88
Chemung Division.....	142,209 54
Canandaigua Division.....	388,451 24
<b>Total operating expenses.....</b>	<b>\$3,437,050 97</b>

Interest and gold premium.....	664,180 97
Dividends on capital stock—6 p. ct.	343,805 00
Taxes on capital stock.....	12,716 70
Interest and dividends, Shamokin Valley and Pottsville R. R.....	79,140 34
Interest, dividends, &c., Elmira and Williamsport R. R.....	165,000 00
Interest, Chemung R. R. and Elmira, Jefferson and Canandaigua R. R.	146,681 00
Rent, Elmira, Jefferson and Canan- daigua R. R.....	25,000 00
Sinking funds.....	64,000 00
Construction.....	172,975 83
Real estate.....	9,108 94
Equipment.....	178,688 82
Stock of Chemung R. R. Co., and Elmira, Jefferson and Canandaigua R. R. Co.....	2,750,000 00
Profit and loss account, charged for rebuilding ten spans of Dauphin Bridge, destroyed by fire, in- creased cost of steel rail, and dis- count on bonds.....	499,082 52

Total, as above.....\$8,541,980 59

From the Report of the Superintendent we learn that the company have 140 locomotives—84 on the Main Line, 46 on the Elmira and Canandaigua Division, 9 on the Shamokin Division, and 1 on Baltimore and Potomac Railroad. The car equipment consists of: 69 passenger, 22 baggage, 16 express, 4 postal, 995 box, 544 gondola, 51 stock, 101 box and stock, 38 stone, 4,275 coal, 185 lime, 11 tool, and 60 freight, and 4 M. of W. cabooses. The mileage of locomotives was as follows:

	Main Line.	Shamokin Division.	E. & C. Division.
Passenger.....	584,308	31,492	337,251
Ballast .....	44,195	.....	1,285
Freight .....	1,479,766	171,460	684,186

Total . . . . . 2,108,269    202,952    1,022,722  
—the total mileage being 3,333,943, against, 2,962,398 in 1871 an increase of 371,545.

There were carried during the year 1,110,110 passengers an average distance of 26.48 miles, or 29,348,564 passengers carried one mile. The tonnage for the year aggregated 4,769,895 tons hauled an average distance of 41.69 miles, or 198,888,911 tons hauled one mile.

The tonnage on the Main Line and branches for the year compare with 1871 as follows:

	1871.	1872.
Main Line .....	1,964,013	2,062,050
Shamokin Division .....	750,445	883,631
Elmira Division .....	860,870	402,460
Chemung Division .....	311,127	866,022
Canandaigua Division .....	774,945	765,734

Total..... 4,161,400 4,769,895  
—showing an increase in tonnage of 608,495 tons

The financial condition of the company, December 31, 1872, was as follows:

ASSETS.	
Railway and appurtenances.....	\$10,585,959 3
Canton Extension.....	384,356 8
Real estate.....	796,568 8
Equipment.....	3,228,407 7
	<hr/>
	\$14,890,237 7

Stock of Chemung R. R. Co., and Elmira Jefferson and Canandaigua R. R. Co.....	2,750,000 00
Cash.....	\$407,582 25
Passenger agents.....	3,557 30
Freight agents.....	185,543 52
Post Office Department.....	3,600 02
Materials and supplies.....	328,395 52
	<hr/> 928,678 60
	<hr/> \$1,858,916 30

LIABILITIES.	
Capital stock—116,840 shares.....	\$5,842,000 00
First mortgage six per cent. coupon bonds of York and Cumberland R. R. Co., guaranteed by City of Baltimore, due January 1, 1877.....	500,000 00
Second mortgage six per cent. coupon bonds of Northern Central Railway Co., due July 1, 1885.....	2,500,000 00
Third mortgage six per cent. coupon bonds of Northern Central Railway Co., due April 1, 1900.....	1,223,000 00
	<u>\$4,223,000 00</u>
Deduct amount in sinking funds ....	927,397 91
	<u>3,295,602 09</u>
First mortgage six per cent annuity of Northern Central Railway Co. due State of Maryland—irredeemable.....	1,500,000 00
Consolidated mortgage six per cent gold bonds of Northern Central Railway Co., due July 1, 1900—total, (including \$3,295,602 09, as above), \$6,000,000—issued:	
Dollar coupon bonds.....	\$2,320,000
Dollar registered bonds.....	175,000
	<u>2,495,000 00</u>
Income convertible seven per cent coupon bonds of Northern Central Railway Co., due April 1, 1880.....	1,000,000 00
Income seven per ct. coupon bonds of Northern Central Railway Co. due January 1, 1922.....	2,750,000 00
Bills payable, less sundry investments and accounts due company.....	\$349,120 90
Interest, &c., accrued.....	321,553 75
Interest coupons.....	30,744 72
Pay rolls and vouchers.....	568,357 61
Foreign roads—passenger account.....	40,099 23
Sundry accounts.....	140,338 54
	<u>1,461,214 75</u>
	<u>\$18,346,816 84</u>
Profit and loss account.....	222,099 51
	<u>\$18,568,916 35</u>

The officers of the company for 1873, are as follows:

*President.*—J. D. CAMERON.

*Vice President*—J. N. DUBARRY.


**Directors.**—Wm. Colder, A. E. Kapp, George  
Hall, Edward C. Biddle, John M. Kennedy, B.  
Newcomer, Henry Welsh, Thomas A. Scott,  
Jacob P. Jones, Wistar Morris, S. M. Shoemaker,  
Trickland Kneass.

*Secretary.*—ROBERT S. HOLLINS

*Treasurer.*—J. S. LEIB.

**Auditor.**—STEPHEN LITTLE.

*General Superintendent.*—A. R. FISKE.

 The U. S. Supreme Court has decided in the case of Ripley, Administrator, v. The Railway Passenger Insurance Company of Hartford, that there can be no recovery of the amount of the policy as the deceased was not at the time of his death on a public or private conveyance, but after traveling from Grand Haven to Dalton, Michigan, was walking home after midnight and was waylaid and beaten to death; the Court holding that walking is not traveling by public or private conveyance. Private conveyance naturally suggests a vessel or vehicle belonging to a private individual.

**New York and New England Railroad.**

It is intimated that the New York and New England Railroad Company, which succeeds to all the rights and franchises of the Boston, Hartford and Erie Railroad Company, is largely controlled in the interest of the Eastern Railroad. The President of the Eastern is one of the principal stockholders of the New York and New England Road, and was quite active in the meeting Thursday. Other Eastern Railroad men are said to be holders of stock in the new company. So far as known at present no definite plan has been laid out, but it is believed that the Eastern Railroad officials are very anxious to control a through line from Portland to New York, and the old Hartford and Erie offers about the only feasible route. A bill is now before the Legislature to authorize the Union Freight Railroad to draw passenger-cars over its tracks, and if that bill becomes a law it will be a very convenient method of transferring passengers from the Eastern Road to the New York and New England without their leaving their seats. Of course, if such is the design of the Eastern Road the completion of the route to New York will be pushed forward as rapidly as possible.—*Boston Herald*, Apr. 19.

**Shenandoah Valley Railroad.**

The Shepherdstown (W. Va.) Register says that the contracts for the construction of the second division of the Shenandoah Valley Railroad, between Riverton and Luray, Va., have been assigned. It is expected that the work will be commenced by the contractors with a large force on every section, and that it will be pushed to completion at the earliest possible time. The masonry for the bridge over the Shenandoah river, at Riverton, will be commenced as soon as the water shall have fallen to its ordinary stage. It is expected that the remaining sixty miles between Luray and Fishersville, on the Chesapeake and Ohio Railroad, will be put under contract by the first of June.

The Richmond (Va.) *Whig* says "that only about \$120,000 has been paid at the State treasury in interest on the State debt. This is two per cent for six months on only \$6,000,000. The bondholders do not seem eager to take their interest in this way, preferring (notwithstanding the agreement entered into at the conference between a committee of the Legislature and certain representatives of the bondholders) to use their coupons in payment of taxes and other demands due the State. It thus happens that there is still about \$1,200,000 in the State treasury, notwithstanding the diminished cash receipts by reason of the payment of taxes, &c., in coupons."

The annual meeting of the Cary Improvement Co. was held in Boston on the 1st inst. The report of the Treasurer showed the receipts for the year to have been \$216,257 52; expenditures, \$214,307 84; balance on hand, \$1,949 68; assets, \$302,518 68; liabilities, \$165,951 46, and about 10,000,000 feet of land. The following officers were unanimously elected: Directors, A. P. Blake, S. Willard, William Pratt, Thomas Hope, R. A. Richards, John C. Jones, President, S. Willard; Secretary, W. Pratt.

**Mr. W. A. Brooks and Mr. C. A. Alberga,** the engineers sent out to report to the bondholders on the Honduras Inter-oceanic, have returned to England by the Nile. They report the railway in good working order, and have left Mr. George Innes and a competent staff to carry on the increasing traffic over the open portion.

## Athens and Lamia Railway.

A surveying party, headed by M. Roussin, engineer of the Entrepriise Generale of Roumelian Railways, has just returned from Greece, where it has lately explored the country through which the railway from Athens to Lamia is destined to pass. The valleys of the Cephissus and Oropos and the plains of Livadia were visited in succession by the railway explorers, who, after traversing the Pass of Thermopylae and the Valley of Eliada (Spercus), finally reach Lamia. From thence they crossed the mountain chain which constitutes the frontier line between Greece and Turkey, and penetrated into Thessaly as far as Lake Nitziro, the survey covering altogether a distance of some 162 miles. On their return to Athens, the engineers traversed the coast of the Atalante Channel, passed through the town of the same name and the valley of Fouloula, adjoining that of the Cephissus. Here they resumed their original route as far as Thebes, and from thence continued their journey to Athens by way of the Kassa Pass, Paleo-Kontura, Mandra, and Kontura—a line of route somewhat shorter, but presenting much greater engineering difficulties than that which has been traced out of the projected railway through the Cephissus and Oropos valleys.—*Levant Herald*, Apr. 2.

## Railroads vs. Express Companies.

In October last a bill in equity was filed in the United States Circuit Court by the Adams Express Company against the Philadelphia and Reading Railroad Company, complaining that the defendants were interfering with the business of the Express Company; that the Adams Express Company was organized under the laws of the State of New York, duly authorized by said laws to sue in the name of its president, and that the defendants were created by an act of the General Assembly to build a railroad between given points for the conveyance of passengers and transportation of the mails, or of goods, wares, merchandise, minerals, &c.; and that the act fixes the price at which any species of merchandise shall be transported; further, that there had been established for many years past an extensive business in this district and county, as well as elsewhere, known as the express business, carried on by individuals and corporations, arising from the limitation of the proper business of railroads; that the express business is valuable from the responsibility with which it is conducted, and the facilities it affords, &c.; that the defendants, without any charter or other authority, and in violation of the rights of the Adams Express Company, established the express business, and were carrying express matter, and had denied the complainants the facilities heretofore enjoyed by them. The Court was asked to restrain the Philadelphia and Reading Railroad Company, its agents and servants, from carrying on the independent express business of collecting, transporting and delivering express matter beyond the terminal and to and from the stations.

Yesterday, opinions were delivered by Judges McKennan and Cadwallader, refusing the injunction asked for. Both entered very fully into the merits of the question in dispute. Judge McKennan said that the purpose of an injunction was to protect vested rights from injury and to prevent wrong; it was intended that a preliminary injunction should preserve matters as they were when it is sued, and not to undo what had already been done; and in order to claim the benefit of this remedy the party must show a clear interest in danger of being injured. If the defendants should attempt to exercise any franchise not conferred by their charter, it was for the Express Company to call them to account, for they had no interest or authority that would entitle them to question the defendants' acts, unless they were in direct conflict with the rights of plaintiff. I find that, possessing the right, the defendants seek to appropriate the profits of a business of which the Express Company had previously a monopoly, the defendants do not thereby incur a liability to the Express Company.

Their relations to each other arise out of the defendants' character as common carrier, and the Express Company has a right to complain only of a refusal or failure to perform any of the duties required of them by law to the complainants as shippers. The transportation of freight has not, and cannot be, refused by them—and therefore, they are not entitled to the relief prayed for.—*Phila. Ledger*, Apr. 26.

## Great Western Railway of Canada.

## REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JANUARY 31, 1873.

The receipts on capital account during the half-year to January 31, 1873, amounted to £323,336, arising as follows:—

Five per cent preference stock, in full of final instalment.....	£43,022
Six per cent bonds in full of issue.....	250,000
8,300 reserved ordinary shares sold.....	170,150
Shares issued on conversion of preference stock during the half year at the rate of 5 shares for every £100 stock:—	
—£94,720 stock converted into 4,736 shares of £20 each.....	£97,088
Less preference stock cancelled on conversion.....	94,720
	2,368
	£465,540

Deduct final series of 4 per cent bonds paid 1st January, 1873..... 142,204

£323,336

The total receipts to capital account amounted on January 31, 1873, to £6,896,694. The charges to capital account during the half-year amounted to £634,664; of this sum the engineer's report shows an expenditure for roadway, sidings, station buildings, &c., and a proportion of the cost of steel rails laid in the track, amounting altogether to £54,782. There has been further expended on capital account for land purchased at Detroit for new freight warehouse, land for new car shops and additional sidings at London, &c., £5,950; also for additional equipment—for locomotives, £100,734; for cars, £97,549; for the Glencoe loop line, £362,987, and for new car ferry boat, £4,420. The total expenditure to January 31, 1873, amounted to £6,788,335, leaving a balance at credit of capital account of £108,359. The receipts and expenditure on revenue account for the half-year have been as follows:—

Gross receipts.....	£595,840
Working expenses, including renewals and all charges.....	376,513
	£219,327

From which is deducted:—

Interest on bonds, &c.....	£37,535
Discount and charges on conversion of American currency....	33,182
Amount set aside for renewal of ferry steamers.....	3,000
Alteration of gauge account....	9,100
	82,817
	£136,509

Add profit on working Galt and Guelph railway.....	£1,904
Balance of interest account.....	2,319
	4,223
	£140,732

Add surplus from last half-year.....	1,486
	£142,218

The dividend for the half-year on the 5 per cent preference stock amounts to £5,302; and from the balance the directors recommend a dividend on the ordinary shares at the rate of 6 per cent per annum, payable in London on the 22nd April, which will absorb £132,534, leaving £3,382 to be carried forward to next half-year. The aggregate revenue receipts (exclusive of those of

the Galt and Guelph, the Wellington, Grey, and Bruce, and the London and Port Stanley railways) exhibit a gross increase of £68,490, which consists of:—

Increase in way passenger traffic.....	£13,167
“ through passenger traffic.....	14,552
“ way freight & live stock traffic.....	6,888
“ through freight and live stock traffic.....	32,922
“ mails and express freight.....	962
	£68,490

The way or local business amounted to 41.35 per cent of the whole earnings of the line as compared with 42.56 per cent in the corresponding half year. The through traffic represented 58.65 per cent, against 57.44 per cent. Freight rates, both through and local, have not materially differed from those in force last half year. The earnings have been seriously diminished by reason of the ice blockade in the Detroit river, which existed more or less, for two months, preventing the regular transport of the through business, and much interfering with the local traffic. During the past winter there have been at times no less than 1,200 to 1,500 cars on each side of the river, delayed twelve or fifteen days awaiting ferriage. In order to mitigate this difficulty in the future, another car ferry boat is in course of construction, which will be available for the next winter's traffic. The receipts and ordinary working expenses per train mile for seven corresponding half-years, compare as follows:—

	Gross earnings per train mile.	Working expenses per train mile.
Half-year ending.....	s. d.	s. d.
Jan. 31, 1867.....	9 9	4 7½
“ 1868.....	9 7½	4 5½
“ 1869.....	9 0½	4 3½
“ 1870.....	8 7½	4 9½
“ 1871.....	7 9	4 6½
“ 1872.....	8 0½	4 8
“ 1873.....	7 10	4 9½

The great increase in expenses, and consequent decrease in net earnings, is attributable to two causes—the extraordinary severity of the weather during this winter, which has equally affected all the railways in this section of the county, and the advance in wages and in the price of stores and supplies has affected Canadian as it has English railways. The increase in wages alone in the departments connected with working the railway has amounted to no less than £24,127, or an advance of 22 per cent in excess of the corresponding half-year. The accumulation of ice in the Detroit river augmented the ferriage expenses to the extent of £7,057, or 97 per cent above the similar expenditure in the corresponding period. The following table exhibits the receipts and expenses for seven corresponding half-years:—

	Passengers, mails, and sundries.	Freight and live stock.	Rents.	Total.
Half-year ending.....	£	£	£	£
Jan. 31, 1867.....	168,986	161,254	1,273	331,513
“ 1868.....	186,537	213,476	800	400,813
“ 1869.....	186,708	238,764	846	426,312
“ 1870.....	183,741	239,535	907	424,183
“ 1871.....	173,170	270,464	716	444,349
“ 1872.....	194,823	331,763	766	527,352
“ 1873.....	232,504	371,573	763	595,840

	EXPENSES	Including renewals.	Per cent of gross receipts.
Half-year ending.....	£	£	
Jan. 31, 1867.....	166,632		50.26
“ 1868.....	193,667		48.31
“ 1869.....	209,752		49.55
“ 1870.....	243,380		57.37
“ 1871.....	267,481		60.19
“ 1872.....	313,636		59.47
“ 1873.....	376,513		63.19

The discount and charges on the conversion of American currency for the half-year amounted to £33,182, as compared with £27,819 in the corre-

sponding half-year. The conversions were made at an average of 113 7-10, the average price of gold for the half-year being 113 1/4. Following the system commenced last half-year, there has been charged to the half-year's revenue the estimated loss on the balance of American funds in hand to Jan. 31, 1873, although unconverted at that date. The ferry steamers' renewal fund has been credited with the usual half-yearly amount and accrued interest, and after deducting the cost of constructing the car ferry steamer Transit, there is a balance at the credit of the account of £16,412. The sum of £9,100, being the same half-yearly amount as heretofore, has been charged against revenue toward defraying the cost of change of gauge, the account for which now stands as follows:—Total cost chargeable to change of gauge account, £88,140; charged against revenue during two years to January 31, 1873, £36,400; remaining yet to be charged, £51,740. Therefore, the annual sum of £18,200 applied over the next three years will more than suffice to meet the total cost in the five years, as originally estimated. It has been found necessary, in consequence of the inadequate supply of narrow gauge rolling stock, to defer removing the third or outer line of rails between London and Hamilton until the spring, the pressure of the winter's business requiring the use of the broad gauge locomotives on that portion of the line. The charges for repairs and renewals of rolling stock have been continued at the fixed mileage rate as in the two previous half-years. There has therefore been charged £11,422 for locomotive repairs, and £3,272 for car repairs, more than the amount expended, leaving a balance at credit of locomotive renewal fund, with accrued interest, at January 31, £20,096; and at car renewal fund, £8765; making a total of £28,861 standing at the credit of a suspense account for re construction and renewal of engines and cars at January, 1873. The main line is now laid with 154 miles of steel rails, leaving 75 miles of iron to be replaced by steel this year. It will be seen that the effect of the use of steel rails is beginning to have a sensible influence upon the expenditure of this department. The first steel rails laid down three years ago on the heavy gradients are still wearing satisfactorily, whereas the iron rails formerly used on the Copetown incline failed before they had been twelve months in the track. The pressure of the through traffic during the past six months has entirely overtaken the utmost resources of the railway. The gross earnings of the main line during the half-year have amounted to \$11,165 per mile of railway. Some relief will be derived from the loop line, which was partially opened at the end of February last; but to enable this additional traffic to be economically and expeditiously carried, it will be necessary to double the existing main line from Windsor, its western terminus, to its junction with the loop line at Glencoe, a distance of 80 miles—to lay down additional siding accommodation, and to provide further equipment of rolling stock for use on the whole system. The ordinary general meeting of shareholders will be made special, at which the directors will ask for power to raise additional capital to the estimated amount of £1,000,000, for the purpose of doubling the western portion of the line; to provide a further increase of rolling stock; and for other works rendered necessary for the future expected increase of traffic. The Wellington, Grey, and Bruce Railway is now in operation, and worked by this company from Guelph to Southampton on Lake Huron, a distance of 102 1/2 miles. The same working agreement has been entered into for the South Bruce division of that line, from Palmerston to Kincardine, which is also a port on Lake Huron. This line will be 67 miles in length, and it is expected to be completed in the ensuing season. The interchanged traffic derived from the Wellington, Grey, and Bruce Railway has increased the Great Western main line earnings by £12,349, and the traffic brought on to the Galt and Guelph Railway has resulted in a profit on the working of that line of £1,904. A line of railway under the title of the London, Huron and Bruce Railway

Company is in course of construction, commencing near London on the Great Western main line, and extending to Wingham, a station on the Wellington, Grey and Bruce Railway, a distance of about 70 miles. An arrangement has been proposed to this company to work the line, when completed, at 70 per cent of its gross earnings, and to appropriate a sum equal to 20 per cent of the traffic interchanged between the two companies, to be applied to the acquirement of the bonds of the London, Huron and Bruce Company at par—the issue of which is limited by their charter to \$12,000 per mile. The directors recommend this for adoption. Since the issue of the last report, many difficulties have arisen in the prosecution of the drainage tunnel under the Detroit River, which was being undertaken at the joint expense of the Michigan Central and Great Western Companies. Should these difficulties prove to be insurmountable, it will be necessary to consider the alternative of the construction of a bridge by the two companies, which it is estimated can be built at a less cost and with less delay than the tunnel. It is of the most vital importance to ensure an unbroken through communication during winter with the Western States. The directors are glad to report continued unanimity to exist with the American railways in connection with this company; and it has been mutually agreed with the Michigan Central Company that an adequate supply of rolling stock is to be provided by both companies, in order more efficiently to carry out the one-purse system for the division of through traffic under the ten years' agreement. The last half-year's report mentioned that an arrangement had been negotiated with the Grand Trunk Company concerning the joint proprietorship of the International Bridge at Buffalo, in course of construction. The board have now to report that the Grand Trunk Board declined to seal the agreement drawn up by their own solicitor, without a preliminary payment of £20,000 by this company; which the directors having then no power to make, the Grand Trunk Company withdrew from the proposed agreement. The receipts and expenditure of the Detroit and Milwaukee Railroad have been as follows for the year ending December 31st, 1872:—Receipts, £283,891; expenses, taxes, &c., &c., £193,037; balance to meet interest on bonds, £90,764. Unfortunately the entire stoppage of the through traffic, owing to the harbors of Milwaukee and Grand Haven being frozen up during the past winter, has seriously impaired the earnings of the company; but as this is a state of circumstances very rarely experienced, it should not be regarded as a permanent weakness of the company.

#### The Clifton Forge Railroad.

President Huntington, of the Chesapeake and Ohio Railroad, in answer to a letter from Col. Lamb, of Norfolk, Va., upon the subject of the Clifton Forge (Va.) Railroad, says:

"I would say that I cannot at this time answer your inquiries as fully as I would like to, as we have not the necessary surveys on which to base our action. I will say, however, in a general way, that the Chesapeake and Ohio Railroad will, as soon as they get some other interests closed up, make a thorough survey from Clifton Forge out to the Chesapeake Bay, and as soon thereafter as circumstances will permit, they will build a road from Clifton Forge to Lynchburg, there to connect with other roads, or else build a road of their own to deep water. In whatever we do we shall, of course, be governed by the best interests of the southeastern portion of Virginia, as well as of the Chesapeake and Ohio Railroad Company."

The South Simcoe Junction (Ca.) Railway Company has been formed, and stock to the amount of \$60,000 subscribed—an amount sufficient to enable the company to organize under the charter. A general meeting for the election of directors will shortly be held.

#### Wilmington and Reading Railroad.

The Wilmington and Reading Railroad Extension—first from Birdsboro' to Reading and thence to the Lehigh river—is advancing rapidly toward a successful completion, and has, within a few days, made several important steps of progress.

The contracts for the graduation and masonry of the upper half of the Berks County Railroad, (referred to above as the extension from Reading to the Lehigh,) were arranged last week. This portion is between Lenhartsville and Slattingville, and is generally light work, which can be rapidly prepared for the track.

Financial arrangements between the Wilmington and Reading and the Berks County corporations were also consummated, by which nine miles of road between Birdsboro' and Reading will be promptly built. Considerable work is done, and the iron to put down the track is already provided, but a heavy rock cutting has impeded progress. This will now be promptly finished, and in four months it is expected that the trains will run direct between Birdsboro' and Reading, over the extension, without using as now, the tracks of the Philadelphia and Reading Company.

Another important matter is the sale of all the remaining second mortgage bonds of the Wilmington and Reading Railroad. The improving prospects of the road have now enabled the company to place the whole of them on satisfactory terms, and enable it to perform all its part of the development and extension.

The Pennsylvania Legislature has presented to the Berks County Railroad the right of way through the City of Reading. The right of way is given through Front street, the same on which the Berks County road proposed to lay its rails, several months ago, under authority of the Reading City Council.

Within a year, it is confidently hoped to have our whole line, of one hundred miles, between Wilmington and the Lehigh Coal Region, via the great manufacturing district of Reading and vicinity, completed and ready for operation.—*Wilmington Commercial*.

#### Improvements on the Delaware.

The Pennsylvania Railroad Company are enlarging their elevator at Washington-street wharf, and when it is finished will be prepared to receive and ship twice the amount of grain formerly done. As it is a matter of great importance, on account of the immense quantity of grain that will be shipped from that point, to have the most accurate and durable railroad track and hopper scales, care has been taken to make a proper selection among the different makes, for a few pounds on each draught from the actual standard weight would amount to tons during the year. We are glad to state that the contract has been awarded to our fellow-townsmen, the Messrs. RICHIE BROTHERS, proprietors of the "Philadelphia Scale Works," who have made rapid strides toward perfection in the art of making scales. This firm deserve patronage and encouragement for their untiring energy and enterprise in the face of the strongest opposition.—*Phila. North American*.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending April 19, at 372,576 tons, and for the coal year at 4,418,786 tons, against 4,422,980 tons to corresponding time last year, being a decrease of 9,194 tons. The bituminous tonnage for the week is 59,344 tons, and for the year 534,928 tons, giving a total of all kinds for the week of 431,920 tons, and for the year 4,948,714 tons, an increase as against production to same time last year of 76,024 tons.

The estimated earnings of the Kansas Pacific Railway for the week ending April 15 are: freight, \$48,888 69; passengers, \$33,499 41—total, \$82,388 10, an increase over corresponding week of 1872 of \$8,990 48.

## Imports of Iron and Steel.

Dr. Edward Young, Chief of the Bureau of Statistics, Treasury Department, Washington, D. C., has furnished for publication the following statement of imports of iron and steel, and manufactures thereof, during the year ended December 31, 1872:

Pig iron, tons.....	591,934,780	\$7,269,850
Castings, tons.....	814,265	88,564
Bar iron, tons.....	179,152,126	4,837,832
Boiler iron, tons.....	1,369,158	59,998
Band, hoop and scroll iron, tons.....	24,759,754	748,509
Railroad bars or rails, Of iron, lbs.....	762,128,379	14,498,612
Of steel, lbs.....	299,571,205	8,207,013
Sheet iron, lbs.....	20,298,100	1,263,112
Old and scrap iron, tons.....	248,444	7,617,463
Anchors, cables, chains of all kinds, lbs.....	71,751,141	822,908
Hardware.....		825,208
Fire arms.....		811,872
Steel ingots, bars and wires.....		4,106,087
Cutlery.....		2,272,467
Files.....		676,814
Saws and tools.....		478,927
Other manufactures, not specified.....		6,743,183

Total imports.....\$60,575,514

The Harrisburg Car Manufacturing Company, at Harrisburg, Pa., is now filling orders for stock cars for the New York Central and Hudson River Railroad; gondolas for the Pennsylvania Railroad; iron tank oil cars for the Union Tank Line, and eight-wheel iron-bottom coal dump cars for the Westmoreland Coal Company. Twelve cars per day are turned out. The officers of the company are: Wm. Calder President, and W. T. Hildrup Superintendent.

The Staunton Valley Virginian says that the business of the Chesapeake and Ohio Railroad is rapidly increasing. Cars are passing east and west much more frequently than heretofore, and as a slight indication of the enlargement of the commerce over it, we may mention that there lie over at this depot each night eight engines. Before the completion of the road from two to four was the average.

Coupons due May 1 on the Income and Extension Bonds and on the Equipment Bonds of the Trustees and Managers of the Vermont Central and Vermont and Canada Railroad will be paid at their office, No. 18 Sears Building, Boston.

The bondholders of the Queen Anne's and Kent Railroad have instructed their Attorney, John B. Brown, Esq., to file a bill for the sale of the road for overdue interest on their bonds. The amount claimed is \$12,000.

The Fairbanks Scale Works, St. Johnsbury, Vt., have received a \$30,000 order from the Russian government, for scales to be used in custom houses and on railroads.

The New York canal commissioners have designated the 15th of May as the time when navigation on the canals will be resumed. The Oswego canal, which has been damaged, is excepted.

The Pittsburgh, Virginia and Charleston Railway has been opened as far up as Dravosburg, opposite McKeesport, and trains are now running regularly to that point.

## New Jersey Railroads.

Movements are already making under the General Railroad law of New Jersey. Among the announcements made of operations begun we notice that of the re-formed National Railway Company of New Jersey, under renewed articles of association. Its charter runs for fifty years. The road is to extend from some point on the Hudson river or New York Bay through Bound Brook to the Delaware river at Yardleyville, a distance of sixty miles. The capital stock is \$7,500,000. The necessary papers, it is said, have all been filed, and the company will at once take all the property of the National Company and proceed to complete the road. It is said that the company expects to have cars running from Philadelphia to Bound Brook by July a year. Equally prompt with this new road and opposition line to New York, the Pennsylvania Railroad Company has taken action, and the Trenton Sentinel says it means business, and intends to proceed, under what is termed the New Jersey Railway Company, to construct a through road from the Delaware river, at a point four miles above Trenton, by way of Bound Brook and Newark to Jersey City. The road will run at some places directly alongside of the National Railway Company's proposed road, and will assure a sharp competition for the local travel and freight taking that route. At the Delaware river the road will connect with one said to be already chartered by the Pennsylvania Legislature, and will thus reach this city. A number of the leading capitalists of New Jersey have already identified themselves with the enterprise, but it is understood that it will be under the control of the Pennsylvania Railroad, which company finds it absolutely necessary to have largely increased facilities for the accommodation of the business which it accumulates here from the South and West and carries thence across New Jersey to the Hudson. The president of this new company is Mr. E. T. Green, a prominent lawyer of Trenton. The route here chosen for additional facilities for transportation is said to be in lieu of additional tracks for some time in contemplation by the old company on the line of their present roads, but which, upon inquiry, it found would cost more to purchase the additional right of way in the cities through which their present line passes than to build a new road on a route as yet unoccupied by large towns or cities, and hence, as a matter of economy, had resolved to build the road upon the survey designated in the papers just filed in the Secretary of State's office. Several other roads under the general law are in progress or in contemplation, mostly in East Jersey. One exception is that of the Absecon and Great Bay Company, which intends to build a branch from the Camden and Atlantic Road at Absecon northwest to Leeds' Point, about seven miles. From Leeds' Point a ferry is proposed to Tucker's Beach and Tuckerton. Stock to the amount of \$300,000 has been subscribed and work is to be commenced at once. The best of the New Jersey papers favor the new law, and predict from it the most salutary results in the way of railway enterprises, which, it is claimed, will greatly increase the value of lands and quicken all sorts of manufacturing, thus bringing to the State Treasury a large revenue in the way of taxes, sufficient in a few years, it is thought, to pay the war debt, the expenses of the public schools and the State Government, thus relieving the people from all taxation for those purposes. As the General Railway bill passed the Legislature with nearly the united strength of the Pennsylvania Railroad Company in that body in its favor, it is fair to presume that the great company accepts it in the belief that its advantage is largely in its favor.—Phila. Ledger.

The Glens Falls Railroad Company is authorized and empowered to extend its railroad from the village of Glen Falls to the village of Caldwell, at the head of Lake George. All the laws applicable to the said Glens Falls Railroad Company are made applicable to said extension.

## Illinois Central Railroad.

The statement of this Company for the month of March, 1873, is as follows:

## LAND DEPARTMENT.

Acres Construction Lands Sold.....	2,012.14	for \$10,240 38
Acres Free Lands Sold.....	160.00	for 1,760 00

Total sales during the month of March, 1873.....	2,172.14	for \$18,000 38
To which add Town Lot Sales.....		for .....

Total of all..... 2,172.14 for \$18,000 38

Cash collected in March, 1873..... \$63,241 38

## ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois.	In Iowa.	Total.
Freight.....	707 Miles. \$358,856 00	402 Miles. \$67,210 00	1,109 Miles. \$426,066 00
Passengers.....	107,087 45	41,788 75	148,876 20
Mails.....	6,375 00	3,059 33	9,434 33
Other sources.....	65,625 00	2,010 67	67,635 67

Tot'l Mar. '73. \$537,943 45 \$114,018 75 \$651,962 20

Total actual earnings, Mar., 1872..... \$476,688 70 \$98,704 49 \$575,393 28

From the Report of the Treasurer of the Boston Water Power Company it appears that the amount of cash on hand April 30, 1872, was \$5,212 07; loans on interest, \$314,574 20; balance of receivables, \$172,001 90; received from sewer assessments during the year, \$805 53; mortgage notes receivable, \$715,205 56; bills payable for money borrowed and notes given for filling, \$929,033 33. Disbursements for the year: For filling, \$1,456,909 24; salaries, \$9000; legal expenses, \$4,262 90; taxes to State, \$14,118 80; interest and dividends, \$94,064 11; constructing sewer, \$12,549 99. The bills payable amount to \$700,000. The liabilities of the company amount to \$2,043,703 21; assets receivable, \$1,506,828 13; unfilled land, 9,456,172 square feet; filled land, 782,000 feet. Scrip of November 15, 1872, to the amount of \$515,000, is outstanding.

The Cincinnati Gazette says that work on the Chicago extension of the Baltimore and Ohio Railroad is to be commenced at once, and will be pushed through rapidly. Contracts for grading have been let for the sections commencing at Defiance, O., and extending to Syracuse, Kosciusko county, Ind. This division comprises sections commencing at No. 87, and ending at No. 160, being a distance of 75 miles. Contracts for ties, etc., have been awarded. The contractors will in a few days put on a large force of men, and hurry the work through.

The total export of iron rails from Great Britain in March was 42,964 tons, against 70,112 tons in March last year, and 81,754 tons the year previous. For the three months ending with March the exports were 134,515 tons, against 201,321 tons last year, and 174,479 tons the year before. The amount sent to the United States in each of the last three months has been—69,453 tons in March, 129,605 in February, and 102,965 in January. The pig iron sent to this country has been—28,803 in March, 32,337 in February, and 35,369 in January.

Mr. Wilson Shaw has been elected Secretary and Treasurer of the Portland (Me.) Railroad Company.

## CITY PASSENGER RAILROAD SHARE AND BOND LIST

## HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track eqv. single.	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '71	7.25	102	16	Albany.....N.Y.	157,500	111,400	40,000		63,040	10,449	10	100	100	
Sept. 30, '71	1.04			Albany at Freight (B'lon). Mass.	48,700	75,000		155	2,856	657		100	100	
Oct. 31, '71	7.25	12		Allentown.....Pa.	31,452	192,750			10,801	2,985		100	100	
Sept. 30, '71	11.53			Avenue C (N.Y. City). N.Y.	513,286	500,000	681,000	163,841	161,424	11,753		100	100	
Sept. 30, '71	22.00	440	55	Bleek. st. & F.F. (N.Y.C.N.Y.)	1,775,049	900,000	694,000	11,282	302,393	69,420		100	100	
Sept. 30, '71	4.63			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,859	6.8	100	100	
Sept. 30, '71	1.25			Boston & West Roxbury. Mass.	56,133	41,000			2,500	2,348		100	100	
Sept. 30, '71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	
Sept. 30, '71	10.35	776	109	B'way & 7th Av. (N.Y.C.N.Y.)	8,632,053	2,100,000	1,600,000	13,569	775,190	235,915	3	100	100	
Sept. 30, '71	7.00			Brooklyn, Bath & Coney L.N.Y.	212,379	180,000	80,000		41,166	8,501		100	100	
Sept. 30, '71	72.00	1479	207	Brooklyn City.....N.Y.	2,082,304	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	
Sept. 30, '71	15.50	194	42	Brooklyn City & Newtown. N.Y.	636,730	400,000	200,000	8,329	164,787	34,200		100	100	
Sept. 30, '71	19.53			B'klyn. City, Hun. P. & P.P.N.Y.	616,780	300,000	300,000	29,197	154,768	40,685		100	100	
Sept. 30, '71	15.20	201	39	Buffalo street.....N.Y.	429,557	37,000	73,000	19,257	183,932	23,518		100	100	
Sept. 30, '71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092		100	100	
Sept. 30, '71	33.51			Cambridge (Boston).....Mass.	740,904	740,000	150,000		69,091	69,091	13.5	100	100	100
Sept. 30, '71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000		19,524	7,476	20.0	100	100	
Sept. 30, '71	46.00	802	142	Cent. P. & E.R. (N.Y.C.N.Y.)	1,629,175	1,008,400	626,000	82,746	590,245	13,113		100	100	
Sept. 30, '71	7.25	362	48	Citizens' (Phila.).....Pa.	212,820	192,750			313,002	94,044	27.7	50	19 1/2	
Oct. 31, '71	8.33	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	90,987	22.0	50	46	
Oct. 31, '71	14.83	222	21	Coney Island (Brooklyn).....N.Y.	647,368	500,000	215,000	49,593	100,178	14,067		100	100	
Sept. 30, '71	10.36	834	116	Dry Dock, E.B. & B. (N.Y.C.N.Y.)	987,943	1,200,000	700,000		698,241	179,551		100	100	
Sept. 30, '71	11.75	37	16	East New York & Jamaica. N.Y.	259,668	175,800	82,700	1,832	20,554	5,400		100	100	
Oct. 31, '71	1.63	13	3	Easton and S. Easton.....Pa.	25,962	29,662			9,757	2,655	5	25	25	
Sept. 30, '71	18.00	877	169	Elighth Avenue (N.Y. City). N.Y.	1,569,134	1,000,000	203,000	35,000	702,672	154,692	12	100	100	
Oct. 31, '71	6.25			Elmira and Horseheads.....N.Y.	43,000	22,500		3,200	(Not in opera.)			100	100	
Oct. 31, '71	2.20	20	6	Elrie City.....Pa.	36,957	19,807	20,458		14,371	3,205		50	42	
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val. (Pbg.) Pa.	93,000	68,000	25,000		41,167	7,504		25	25	
Sept. 30, '71	2.70			Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163		100	100	
Sept. 30, '71	9.03			42d st. & Gr'd st. F. (N.Y.C.N.Y.)	1,054,679	748,000	215,000		362,619	97,699	6.5	100	100	
Sept. 30, '71	17.04	366	52	Frankford & Southwark (Ph.) Pa.	630,364	491,750	227,000	80,000	335,899	92,899	6	50	50	52
Oct. 31, '71	3.25	22	5	Genesee & Water st. (Syr.) N.Y.	59,926	42,500	12,700		13,924	2,226		100	100	
Oct. 31, '71	34.25	380	64	Germantown (Phila.).....Pa.	662,270	807,545	360,000		368,586	85,100	19.5	50	30	35 1/2
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000			217,573	55,692	17.0	50	17	
Sept. 30, '71	9.00	93	16	Gr'd St. & Newtown (B'klyn) N.Y.	304,532	170,000	90,000	20,000	94,496	7,771		100	100	
Sept. 30, '71	8.00			Gr'd St. Prosp. Pk. & Flatb. N.Y.	400,000	200,000	200,000	14,000	(Not in opera.)			100	100	
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.) Pa.	244,441	100,000	150,000		172,537	44,838	26.7	50	15	49 1/2
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,480	597		25	25	
Sept. 30, '71	10.00	120	24	Harim. Br. Mor. & F'dham. N.Y.	254,295	123,540	137,000		85,554	27,669		100	100	
Oct. 31, '71	20.40	362	51	Heet, Mant. & P'mount (Ph.) Pa.	338,016	209,424	133,100		310,968	105,646	13.5	50	19 1/2	
Sept. 30, '71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000			22,800	5,424	3.7	100	100	
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.) Pa.	170,181	105,000	62,500		95,950	28,513	11.9	50	10 1/2	
Sept. 30, '71	4.04	57	17	Lowell Horse.....Mass.	78,904	65,530		4,500	32,184	2,182		100	100	
Sept. 30, '71	11.62	233	35	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,218		100	100	
Sept. 30, '71	8.60			Malden and Melrose (B'n) Mass.	60,245	200,000						100	100	
Sept. 30, '71	1.07			Marginal Freight (Boston). Mass.	1,040,558	500,000	500,000	36,326				100	100	
Sept. 30, '71	3.46			Medford & Charleat. (B'n) Mass.	34,600	21,000	4,000		2,400	1,923		100	100	
Sept. 30, '71	6.27	48	15	Merrimac Valley.....Mass.	63,000	50,000			32,292			100	100	
Sept. 30, '71	43.10	958	325	Metropolitan (Boston).....Mass.	1,705,565	1,250,000	455,560		906,066	163,192	10	100	100	56 1/2
Sept. 30, '71	15.50	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	50
Sept. 30, '71	1.75			Mohawk and Ilion.....N.Y.	15,000	15,000			7,573	3,847		100	100	
Sept. 30, '71	12.20	177	55	Ninth Avenue (N.Y. City). N.Y.	1,000,000	797,320	167,000		117,331	5,786		100	100	
Sept. 30, '71	3.20	14	4	Northampton & W'mburg. Mass.	300,000	300,000		5,059	7,887	293		100	100	
Sept. 30, '71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	154,343	138,600		15,350	41,951	5,991		100	100	
Sept. 30, '71	2.74	7		North Woburn (Boston).....Mass.	32,600	20,800	8,000	2,006		1,920		100	100	
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.) Pa.	121,805	180,000	67,000	5,275	49,096	708		50	50	
Dec. 31, '71	11.71	172	38	Orange and Newark.....N.J.	897,022	282,550	546,000	75,700	195,357	37,374		100	100	
Sept. 30, '71	14.40	102	27	Park Avenue (Brooklyn).....N.Y.	281,263	118,500	188,000		50,061	898		100	100	
Dec. 31, '71	3.81			Passenger (Cin.).....O.	100,000	100,000						100	100	
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton).....Pa.	138,250	125,500			33,703	6,601	2.5	100	100	
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.) Pa.	450,237	225,000	200,000	25,237	346,982	85,198	23.5	50	15	59
Oct. 31, '71	6.04			Philadelphia and Darby.....Pa.	257,000	200,000	57,000		(Leased)			40	50	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry. Pa.	299,127	200,175	6,000		120,305	30,715	5.9	50	25	32
Oct. 31, '71	8.50	174	28	Pbg. Allegheny & Manchester. Pa.	146,202	140,000	25,000		139,377	96,738	28.5	50	35	
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham. Pa.	135,913	100,000	10,000	57,254	84,896	3,636		50	50	
Oct. 31, '71	6.88	92	16	Portland.....Me.	160,300	160,300		600	46,007	12,809		100	100	
Sept. 30, '71	2.50			Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.		100	100	
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk (Ph.) Pa.	223,615	168,100	63,300	6,090	46,834	36,700		50	15	45
Sept. 30, '71	10.00			Rochester and Brighton.....N.Y.	94,153	60,000	20,000		67,140	17,102		100	100	
Sept. 30, '71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625		100	100	
Oct. 31, '71	3.49			Schuylkill River (Phila.).....Pa.	47,463	50,000			(Leased)		10.0	50	50	
Sept. 30, '71	16.00	693	101	Second Avenue (N.Y. City). N.Y.	2,089,623	888,100	1,163,500		566,954	137,404		50	50	95
Oct. 31, '71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300		484,034	151,593	15.0	50	50	80
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.) Pa.	186,402	160,000	15,000	166,230	134,744	7,377	4.0	50	16	
Sept. 30, '71	5.38	671	82	Sixth Avenue (N.Y. City). N.Y.	1,775,892	750,000	250,000							

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,280,000	J. & J.	Jan. '73 34	Long Island 50	3,000,000	M. & S.	May '73 2	Vermont and Mass. 100	2,800,000	M. & N.	May '73 2
Allegheny Valley 50	2,266,350	J. & J.	July '71 4	Louisv., Cin. and Lex. 50	1,823,483	J. & J.	July '69 3	Warren (N. J.) 100	1,800,000	J. & D.	Dec. '71 34
Atlanta and West Point 100	1,232,200	J. & J.	July '71 4	Louisv. pref. 100	848,700	J. & J.	July '72 41	Warwick Valley 100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf 100	3,693,200	J. & J.	July '71 34	Louisville & Nashville 100	8,980,600	F. & A.	Feb. '73 3	West Jersey 100	1,209,000	F. & A.	Feb. '73 4
Atlantic and St. Law. 100	3,949,900	M. & S.	Mar. '73 2	Louisv., N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 8	Winchester & Potomac 100	180,000	J. & J.	Jan. '73 4
Atlantic and St. Law. new 1870 100	1,600,000	M. & S.	Mar. '73 2	Lowell and Lawrence 100	200,000	A. & O.	Apr. '73 24	Winchester & Strasburg 100	600,000	J. & J.	July '72 34
Aven, Genesee & Mt. M. 100	194,250	A. & O.	Oct. '72 14	Lykens Valley 20	600,000	F. M. A. N.	Feb. '73 24	Worcester and Nashua 75	1,400,555	J. & J.	Jan. '73 35
Baltimore and Ohio 100	13,151,982	M. & N.	May '73 5	Macon and Western 100	2,600,000	J. & J.	Jan. '73 5	HORSE-POWER R. R.			
Washington Br. pref. 50	1,650,000	A. & O.	Apr. '73 5	Maine Central 100	3,400,500	J. & J.	Jan. '73 5	Albany City 100	110,300	J. & J.	Aug. '72 24
Berkshire 100	600,000	J. & J.	Apr. '73 14	Manchester and Law. 100	1,000,000	M. & N.	May '73 5	Baltimore City 100	800,000	F. & A.	Aug. '72 1
Blossburg & Corning 50	250,000	J. & D.	Dec. '72 24	Marietta & Cincinnati 50	1,372,891	M. & S.	Sep. '66 3a	Bleeker St. & F. Y. (N.Y.) 100	900,000	J. & J.	Jan. '73 4
Boston and Albany 100	19,684,100	M. & N.	May '73 5	Massachusetts 100	400,000	F. & A.	Feb. '73 3	Boston and Chelsea 100	110,000	A. & O.	Apr. '73 4
Bos. Clin. & Fitchburg pref. 100	633,200	J. & D.	Dec. '72 3	Memphis & Charleston 25	5,312,725	J. & D.	Jan. '69 3	Broadway (Brooklyn) 100	200,000	J. A. J. O.	Jan. '73 3
Agricultural Br. guar. 100	80,000	J. & D.	Dec. '72 3	Michigan Central 100	17,989,548	J. & J.	Jan. '73 4a	Broadw. & 7th Av. (N.Y.) 100	210,000	J. & J.	Jan. '70
Bost. & Mont. pref. 100	800,000	M. & N.	May '73 3	Mill Creek & Minehill 50	323,375	J. & J.	July '72 5	Brooklyn City & Newt. 100	1,500,000	F. M. A. N.	May '73 3
Boston and Lowell 100	2,852,900	J. & J.	Jan. '73 4	Milwaukee and St. Paul 100	11,822,878	J. & J.	Dec. '70 7a	Brooklyn City & Newt. 100	600,000	F. M. A. N.	July '70
Boston and Maine 100	6,814,897	M. & N.	May '73 5	Milwaukee pref. 100	10,825,103	F. & A.	Feb. '73 34	Brooklyn and Jamaica 100	488,100	J. & J.	July '71 34
Boston and Providence 100	3,250,000	M. & N.	May '73 5	M. Hill & Schuykill Hav. 50	3,850,450	J. & J.	Jan. '73 4	Bushwick (Brooklyn) 100	302,000	J. & J.	July '71 34
Buffalo, N. Y. and Erie 100	950,000	F. & A.	Feb. '73 24	Morris and Essex 50	14,008,100	J. & J.	Dec. '73 34	Cambridge 100	727,800	A. & O.	Apr. '73 4
Burlington and Mo. Riv. 100	6,636,000	M. & S.	Mar. '73 5a	Nashua and Lowell 100	800,000	M. & N.	May '73 5	Can. Park, N. & R. Riv. 100	1,068,400	A. & O.	Oct. '67 24
Burlington pref. 100	1,485,900	M. & S.	Mar. '73 5a	Naugatuck 100	1,877,900	F. & A.	Aug. '72 64	Citizens (Phila.) 50	600,000	J. & J.	Jan. '73 7
Camden and Amboy 100	8,847,800	J. A. J. O.	Apr. '73 24	Nesquehoning Valley 50	1,000,000	M. & S.	Sep. '72 5	Citizens (Phg.) 50	200,000	M. & N.	Nov. '71 7
Camden and Atlantic 100	37,020	J. & J.	Oct. '72 34	Newark and N. York 100	977,400	J. & J.	Jan. '72 34	Coney Island & Brookl. 100	500,000	J. & J.	May '73 2
Cape Cod pref. 50	1,020,350	J. & J.	Oct. '72 34	N. Bedford & Taunton 100	500,000	M. & N.	Nov. '72 5	D. Dock, E. B'dw. & Brookl. 100	1,200,000	F. M. A. N.	May '73 2
Cape May and Millville 50	447,000	J. & D.	Dec. '72 3	N. Castle & Beaver Val. 50	1,800,000	J. & J.	Aug. '69 12a	Eighth Avenue (N.Y.) 100	1,000,000	J. A. J. O.	Oct. '71 3
Catskill & Poughkeepsie 50	425,000	Novemb.	Nov. '71 6	N. Haven & Northamp. 100	600,000	J. A. J. O.	Sep. '72 3	Elizabeth and Newark 100	200,000	J. & J.	Nov. '71 5
Catskill pref. 50	1,169,600	M. & N.	May '73 24	New Jersey 100	7,295,300	J. A. J. O.	Apr. '73 24	42nd St. & G. St. Ferry 100	745,000	M. & N.	Nov. '71 5
Cayuga and Susq. 100	889,111	M. & N.	Jan. '73 5	New London Northern 100	1,418,800	J. & J.	Jan. '73 5	Frank & Southw. (Ph.) 50	491,750	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R. 100	6,850,400	M. & N.	Nov. '72 14	N. Y. Cen. & Hudson R. 100	89,423,330	A. & O.	Apr. '73 4	Germantown (Ph.) 50	1,000,000	J. & J.	Jan. '73 3
Central of Georgia 100	4,656,500	F. & A.	Feb. '73 34	New York and Harlem 100	8,500,000	J. & J.	Jan. '73 4	Girard College (Ph.) 50	500,000	J. & J.	Jan. '73 3
Central of New Jersey 100	20,000,000	J. A. J. O.	Jan. '73 24	N. Y. pref. 100	1,600,000	J. & J.	Jan. '73 4	Grand St. and Newton 100	170,000	J. & J.	Jan. '71 2
Central Ohio 50	2,425,000	J. & D.	Dec. '72 3	N. Y. N. H. & Harf. 100	15,500,000	J. & J.	Jan. '73 5	Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Chemung pref. 50	400,000	J. & D.	Dec. '72 3	N. Y. Provid. & Boston 100	2,000,000	J. A. J. O.	Apr. '73 24	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '73 4-5
Chesapeake 100	580,000	J. A. J. O.	Oct. '72 14	Nieg. Bridge & Cassand 100	1,000,000	J. & J.	July '72 3	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '73 3	North Carolina 50	4,000,000	Irregular.	Jan. '73 3	Lynn and Boston 100	200,000	J. & J.	Jan. '73 4
Chesapeake and Annap. 100	2,322,900	M. & S.	Mar. '73 5	N. Eastern (N. O.) pref. 100	111,000	M. & N.	May '67 4	Malden and Melrose 100	200,000	J. & J.	Jan. '73 4
Chicago, Burl. & Quincy 100	18,652,210	J. & J.	Jan. '73 5a	North Pennsylvania 50	3,150,150	January.	Jan. '73 5a	Metropolitan (Boston) 50	1,500,000	J. & J.	Jan. '73 4
Chicago, Iowa & Nebraska 100	2,916,300	J. & J.	Jan. '73 4	Northern Central 50	5,842,000	M. & N.	Nov. '72 3	Middlesex (Boston) 100	400,000	A. & O.	Apr. '73 3
Chicago & N. Western 100	16,033,430	J. & D.	Dec. '72 3	Northern N. Hampsh. 100	3,068,400	J. & D.	Dec. '72 4	Ninth Avenue (N. Y.) 100	797,320	J. & J.	Jan. '73 4
Chicago pref. 100	21,259,568	J. & D.	Dec. '72 34	Norfolk and Worcester 100	1,000,000	J. & J.	Jan. '72 4	Orange and Newark 100	282,555	J. & J.	Jan. '73 4
Chicago, R. I. & Pacific 100	3,500,000	A. & O.	Apr. '73 4	Ogdensburg & L. Champl. 100	8,077,800	J. & J.	Jan. '73 4	Philadelphia City 50	750,000	J. & J.	July '73 4
Cin. Ham. & Dayton 100	2,980,550	A. & O.	Apr. '73 4	Ohio and Mississippi 100	19,985,840	J. A. J. O.	June '72 34	Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Cin. Sand. and Cleve. 50	429,048	M. & N.	May '73 3	Oil Cr. & Allegheny R. 50	4,249,450	J. A. J. O.	Jan. '73 3	Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '73 24
Clev. Col. Olin. & Ind. 100	14,961,275	F. & A.	Feb. '73 34	Old Colony & Newt. 100	6,297,900	J. & J.	Jan. '73 3	Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Cleveland & Mahoning 50	2,067,569	M. & N.	May '73 34	Oswego and Syracuse 100	482,400	F. & A.	Feb. '73 4	Second Avenue (N. Y.) 100	888,100	J. A. J. O.	Apr. '73 2
Cleveland & Pittsburgh 50	11,256,150	F. M. A. N.	Feb. '73 24	Pacific of Missouri 100	3,335,750	F. & A.	Feb. '73 14	Second & Third Sts. (Ph.) 50	982,100	J. & J.	Jan. '73 5
Col. Chic. & Ind. Cen. 100	13,000,000	M. J. S. D.	Dec. '72 2	Panama 100	7,000,000	J. A. J. O.	Apr. '73 4	Sixth Avenue (N. Y.) 100	500,000	J. & J.	Jan. '73 2
Columbus and Xenia 100	1,766,800	F. & A.	Feb. '73 5	Patterson and Hudson 100	630,000	J. & J.	Jan. '73 4	Third Avenue (N. Y.) 100	1,170,000	F. M. A. N.	May '73 3
Colum. & Hocking Val. 100	2,600,000	F. & A.	Feb. '73 5	Patterson and Newark 100	500,000	J. & J.	Jan. '73 4	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '73 14
Concord 100	1,000,000	M. & N.	May '73 5	Patterson and Ramapo 100	243,000	J. & J.	Jan. '73 4	Somerville (Boston) 100	75,000	M. & N.	Nov. '72 3
Concord and Port. 100	1,000,000	F. & A.	Jan. '73 34	Pemb. & Hightstown 50	342,150	J. & J.	Jan. '71 3	South Boston 100	400,000	J. A. J. O.	Jan. '73 24
Cona. & Passau p. div. 1 0	1,000,000	F. & A.	Jan. '73 34	Pennsylvania 100	72,000,000	M. & N.	Nov. '72 5	Union (Boston) 100	200,000	J. & J.	July '72 74
Connecticut River 100	1,850,000	J. & J.	Jan. '73 5	Phila. & Bureau Val. 50	1,200,000	F. & A.	Feb. '73 4	Union (Phila.) 100	400,000	J. & J.	Jan. '72 5
Cooperstown and Susq. 100	907,833	J. & J.	Jan. '73 5	Philadelphia and Erie 50	6,004,500	J. & J.	Jan. '72 4	West Philadelphia 50	400,000	J. & J.	Jan. '73 8
Cumberland Valley 50	1,494,250	A. & O.	Oct. '72 4	Phila. & Trenton 100	1,259,100	J. A. J. O.	Jan. '72 4	CANALS.			
Danbury and Newt. 100	1,230,941	J. & J.	Jan. '73 3	Phila. & Will. & Balt. 50	11,456,750	J. A. J. O.	Jan. '73 4	Chesapeake & Delaware 50	1,983,168	J. & D.	Dec. '72 3
Delaware 100	18,636,350	J. A. J. O.	July '72 24	Pittsb. Ft. W. & Chi. 100	10,714,238	J. A. J. O.	Jan. '73 14	Chesapeake and Ohio 25	8,229,694	F. & A.	Feb. '73 4
Del. Lackaw. & West. 50	822,140	J. & J.	Dec. '69 7	Special Imp. 100	2,000,000	J. A. J. O.	Jan. '73 14	Delaware Division 50	1,633,250	F. & A.	Feb. '73 4
Detroit & Milwaukee 50	3,095,900	J. & J.	Dec. '69 7	Pittsfield & N. Adams 100	460,000	J. & J.	Jan. '73 3	Delaware and Hudson 100	15,000,000	F. & A.	Feb. '73 5
Dubuque & Sioux City 100	6,000,000	J. & J.	Jan. '73 4	Port and Keenebec 100	618,700	J. & J.	Jan. '73 3	Delaware and Harlan 100	5,847,400	J. A. J. O.	Apr. '73 24
East Pennsylvania 100	1,308,300	J. & J.	Jan. '73 4	Yarmouth certificates 100	202,400	A. & O.	Apr. '72 3	Erie of Pennsylvania 50	64,000	J. & J.	May '67 3
East Mahanoy 100	822,950	J. & J.	Jan. '73 3	Port. Susq. & Port. 100	1,500,000	J. & J.	Jan. '73 3	Lehigh Coal & Navigat. 50	8,739,300	M. & N.	May '67 3
Eastern (Mass.) 100	492,600	J. & J.	Jan. '73 3	Providence & Worcester 100	2,000,000	J. & J.	Jan. '73 5	Monongahela Navigat. 50	1,003,500	J. & J.	Jan. '73 3
Eastern (N. H.) 100	492,600	F. & A.	Feb. '73 34	Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6	Morria (consolidated) 100	1,026,000	F. & A.	Aug. '72 2
Elmira, Jct. & Canand 100	500,000	M. & N.	May '73 24	Rensselaer & Saratoga 100	6,000,000	J. & J.	Jan. '73 4	" (preferred) 100	1,175,000	F. & A.	Aug. '72 5
Elmira & Williamsport 50	500,000	J. & J.	Jan. '73 34	Roch. & Genesee Val. 110	557,400	J. & J.	Jan. '73 4	Pennsylvania 50	4,337,950	J. & J.	Feb. '73 30c
Erie Railway 100	18,000,000	March.	Mar. '73 11	Roma, Watert. and Ogd. 100	2,988,900	J. & J.	Feb. '73 5a	Schuyll. Nav. (common) 50	1,908,207	F. & A.	Feb. '73 60c
Erie and Pittsburgh 50	1,090,250	M. J. S. D.	Dec. '72 14	Rutland 50	2,700,000	J. & J.	Feb. '73 5a	Susq. and Tide Water 50	2,002,748	J. & J.	Feb. '73 60c
Fitchburg 100	4,000,000	J. & J.	Jan. '73 4	St. Croix and Penobscot 100	4,300,000	F. & A.	Feb. '73 34a	Union 50	2,907,850	J. & J.	Jan. '73 5
Georgia 100	4,168,000	J. & J.	July '72 4	St. L. Al. & T. Han. 100	100,000	J. & J.	July '71 2	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '65 -
Grand River Val. guar. 100	1,000,000	J. & J.	July '72 4	St. L. Kan. C. & North. 100	12,000,000	F. & A.	May '68 7	MISCELLANEOUS.			
Grand Trunk, (Can.) 100	19,237,404	A. & O.	Oct. '72 34	St. Louis and Iron Mt. 100	10,000,000	F. & A.	Feb. '73 3	Adams Express 100	10,000,000	M. J. S. D.	Mar. '73 2
Great Western, (Can.) 100	4,161,700	F. & A.	Aug. '70 34	St. Paul, Kan. C. & North. 100	12,000,000	F. & A.	May '68 7	American Coal 25	1,500,000	M. & S.	Mar. '72 3
Hannibal & St. Joseph 100	6,978,224	Annual	Aug. '70 7	Saratoga and Schenec. 100	300,000	A. & O.	Nov. '72 24	Am. Merch. Union Exp. 100	18,000,000	J. & J.	Jan. '73 3
Hanover Branch, (Pa.) 50	116,850	M. & N.	May '73 5	Schuykill Valley 50	579,050	J. & J.	July '72 24	Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Harlem Extension 100	4,000,000	J. & J.	Jan. '73 3	Seaboard and Roanoke 100	1,151,400	M. & N.	Nov. '70	Atlantic Mail Steamship 100	4,000,000	M. J. S. D.	Dec. '67 24
Harrisburg & Lancaster 50	1,182,500	J. & J.	Jan. '73 3	Shamokin V. & Potomac 50	869,450	F. & A.	Feb. '73 3	Brunswick City 100	1,000,000	J. & D.	Dec. '69 55c
Houston, pref. 100											

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstanding.	Rate.	Payable.	PAY- ABLE.	Market Price.
<b>National Securities Apl. 1, 1873.</b>											
Loan of June 14, 1868.....registered	\$6,045,000	5	Jan. & July.	1874	113	Massachusetts—(\$30,712,882):					
Loan of February 8, 1861.....registered	13,965,000	5	"	1874	113	.. State (public works) scrip, '72.....	708,000	5	Vario	'72-80	100
.. coupon	13,759,000	5	Jan. & July.	1880	118	.. State (public works) scrip.....	364,000	5	June & Dec.	'72-77	100
Oregon War Bonds of March 2, 1861.....coupon	946,000	5	Jan. & July.	1881	109	.. Union Fund Loan, 1861.....	2,800,000	5	Jan. & July.	'72-76	100
Loan of July 17, and Aug. 5, 1861.....registered	128,513,550	5	Jan. & July.	1881	118	.. Union Fund Loan, 1862.....	600,000	5	"	'77-78	100
.. coupon	63,807,800	5	"	1881	120	.. Coast Defense Loan, 1863.....	888,000	5	"	1883	99
Loan of Feb. 25, 1862 (5-20s).....registered	30,797,350	5	May & Nov.	1882	114	.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	99
.. coupon	233,292,800	5	"	1882	118	.. Bounty Loan, 1864, £328,600 stg.....	4,000,744	5	"	1894	100
Loan of March 3, 1863.....registered	33,496,450	5	Jan. & July.	1881	118	.. War Loan (5-20) cur. 1866.....	2,651,500	5	Mar. & Sept.	1886	100
.. coupon	21,504,550	5	"	1881	120	.. R. R. & Hoosac T. bonds, £1,448,700 stg.	1,175,451	5	April & Oct.	'88-93	100
Loan of March 3, 1864 (5-20s).....registered	2,298,000	5	May & Nov.	1884	114	.. R. R. & Hoosac Tunnel bonds, dollar.....	1,166,500	5	"	'90-93	100
Loan of June 30, 1864 (5-20s).....registered	32,707,750	5	"	1884	114	.. Loan (B. H. & Erie R. R.) £743,600 stg.	8,599,024	5	Jan. & July.	1900	100
.. coupon	34,413,000	5	"	1884	118	Michigan—(\$2,352,398):					
Loan of March 3, 1865 (5-20s).....registered	36,454,250	5	May & Nov.	1885	117	.. Canal Bonds, 1869.....	81,000	5	Jan. & July.	1879	100
.. coupon	119,199,800	5	"	1885	120	.. \$2,000,000 Loan Bonds, 1863.....	445,000	5	"	1872	100
.. 2d series (5-20s).....registered	58,807,000	5	Jan. & July.	1885	117	.. \$2,000,000 Loan Bonds, 1863.....	431,000	5	"	1878	99
.. 3d series (5-20s).....registered	148,734,150	5	"	1885	117	.. \$2,000,000 Loan Bonds, 1863.....	718,000	5	"	1883	100
.. 4th series (5-20s).....registered	14,155,500	5	Jan. & July.	1888	117	.. \$2,000,000 Loan Bonds, 1863.....	463,000	5	May & Nov.	1890	100
.. coupon	24,472,900	5	"	1888	117	.. Bounty (War) Bonds, 1865.....	160,000	5	Jan. & July.	1876	100
Loan of March 3, 1864, (10-40s).....registered	140,026,300	5	Mar. & Sept.	1904	111	Minnesota—(\$350,000):					
.. (10-40s).....coupon	54,641,000	5	"	1904	113	.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1872	100
Consols of July 14, '70 & Jan. 20, '71.....registered	128,809,750	5	F. M. A. & N.	1881	117	.. State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.	'77-78	100
.. coupon	71,190,250	5	"	1881	116	.. Railroad Bonds (suspended) 1859.....	2,275,000	10	June & Dec.	1883	100
Consols .. .. registered	441	4	F. M. A. & N.	1886	101	Missouri—(\$17,669,000):					
.. coupon	4	4	"	1886	101	.. State Bonds, proper, 1865-'68.....	439,000	5	Jan. & July.	'82-'90	94
Consols .. .. registered	4	4	F. M. A. & N.	1901	101	.. Railroad Loans Bonds, 1854-'66.....	1,539,000	5	"	'87-'88	100
.. coupon	4	4	"	1901	101	.. S. W. Br. of Pacific R. R. bonds, guar.....	14,496,000	7	"	'74-'90	98
Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.)	650,000	3	Dem.	1890	101	.. State Bonds, funding, 1867-'68.....	2,727,000	7	"	'70-'91	100
Navy Pension Fund of July 23, 1863.....(cur.)	14,000,000	3	Irred.	1875	101	Nevada—(\$600,000):					
Certificates of Indebtedness 1870.....(cur.)	678,000	3	Irred.	1875	101	.. State Bonds, for floating debt.....	600,000	10	Mar. & Sept.	'72-'87	100
Pacific R. R. Bonds.....(currency)	64,623,512	5	Jan. & July.	'86-'99	118	New Hampshire—(\$2,405,400):					
U. S. Notes and Fractional Currency.....	403,761,109	nd	"	1875	118	.. War Loan Bonds, July 1, 1861.....	512,000	5	Jan. & July.	'71-'78	100
<b>State Securities, latest dates.</b>						.. War Loan Bonds, July 1, 1864.....	600,000	5	Mar. & Sept.	'84-'89	98
Alabama—(\$15,42,000):						.. War Loan Bonds, Oct. 1, 1866.....	750,000	5	April & Oct.	'72-'74	97
.. Bonds (old and extended), 1866 and '72.....	2,582,800	5	May & Nov.	'86-'92	59	New Jersey—(\$2,696,200):					
.. Bonds (new), 1866, '68 and '72.....	2,386,000	5	Jan. & July.	'86-'92	53	.. War Loan Bonds, 1861, tax free.....	1,200,000	5	Jan. & July.	'72-'84	103
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	5	"	'90-'91	59	.. War Loan Bonds, 1863, tax free.....	1,002,000	5	"	'86-'90	100
.. Railroad Bonds endorsed, 1870 and '71.....	13,900,000	5	"	'90-'91	59	.. War Loan Bonds, 1864, tax free.....	584,400	5	"	'97-'02	100
Arkansas—(\$ 8,000,000):						New York—(\$38,121,600):					
.. Funded Bonds, 1869 and '70.....	2,850,000	5	Jan. & July.	'99-'00	39	.. General Fund Stock.....	900,000	5	J. A. J. & O.	1875	100
.. Levee Bonds, 1871.....	2,185,000	7	"	1901	101	.. General Fund Stock.....	800,000	5	"	1878	100
.. Deficiency Bonds, 1872.....	300,000	7	"	1882	101	.. General Fund Stock.....	348,107	5	"	1880	100
.. Railroad Aid Bonds, 1869 '70 and '71.....	5,465,000	7	April & Oct.	'89-'91	101	.. General Fund Stock.....	1,189,780	5	"	1881	100
California—(\$3,31,500):						.. Canal Stock.....	1,104,420	5	"	1874	100
.. Civil Bonds 1867 and '60.....	2,108,000	7	Jan. & July.	'77-'80	101	.. Canal Stock.....	7,408,000	5	"	'72-'78	105
.. Bounty and Relief Bonds, 1863 and '64.....	954,500	7	"	'83-'85	99	.. Canal Stock.....	2,572,000	5	"	'74-'78	106
.. State Capital Bonds, 1871.....	250,000	7	"	1891	101	.. Canal Stock.....	880,000	5	"	1877	100
Connecticut—(\$5,767,500):						.. Bounty Loan Bonds, 1867, registered.....	20,675,000	7	Jan. & July.	1877	100
.. War Loan, July 1, 1861, (10-20s).....	706,700	5	Jan. & July.	1871	101	.. Bounty Loan Bonds, 1867, coupon.....	1,872,000	7	"	1877	107
.. War Loan, Jan. 1863 and '64 (20s).....	2,886,000	5	"	'83-'84	99	North Carolina—(\$29,900,045):					
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	5	April & Oct.	1874	101	.. State (old) Bonds 1848 to 1860.....	4,738,000	5	Jan. & July.	'72-'92	80
.. War Loan, Oct. 1, 1865 (20s) tax free.....	1,741,100	5	"	1885	101	.. State (old) Bonds 1848 to 1860.....	3,638,000	5	April & Oct.	'72-'92	100
Florida—(\$1,728,800):						.. State (new) Bonds, 1867 to 1870.....	3,000,045	5	Jan. & July.	'92-'95	17
.. Convention Bonds 1868.....	30,000	5	April & Oct.	1888	101	.. State (new) Bonds, 1867 to 1870.....	1,359,000	5	April & Oct.	'92-'98	100
.. Bonds, 1868-'69.....	191,000	5	Various.	'98-'99	101	.. Funding (Debt) Bonds, 1866.....	2,417,400	5	Jan. & July.	1880	27
.. Bonds, 1871.....	210,000	7	Various.	1901	101	.. Funding (Interest) Bonds 1868.....	1,821,400	5	April & Oct.	1878	18
.. Loan to Jack, Penna., & Mob. R.R., 1870.....	4,000,000	5	Jan. & July.	1900	101	.. Special Tax Bonds.....	11,407,000	5	"	'95-'98	16
Georgia—(\$10,494,500):						Ohio—(\$9,022,721):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '45.....	866,000	5	Various.	'72-'74	74	.. Loan of 1860 Bonds, skg fd.....	882,894	5	Jan. & July.	1870	100
.. Bonds for W. & Atl. R.R. 1842 and 1843.....	276,500	7	Various.	'72-'74	74	.. Loan of 1860 Bonds, skg fd.....	1,600,000	5	"	1875	99
.. Bonds for Atl. & Gulf R.R. '58, '59, '60 & '61.....	600,000	5	Feb. & Aug.	'75-'81	101	.. Loan of 1860 Bonds, skg fd.....	1,495,309	5	"	1881	100
.. Bonds for Atl. & Gulf R.R., 1864.....	200,000	5	"	'81-'86	101	.. Loan of 1866 Bonds, skg fd.....	2,400,000	5	"	1886	100
.. Bonds of Act of March 12, 1866.....	3,900,00	7	Jan. & July.	1866	101	Oregon—(\$390,527):					
.. Bonds of Acts of Sept. and Oct. 1870.....	4,890,000	7	Various.	1890	90	.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	100
.. Railroad endorsements, to July 1872.....	12,000,000	7	Various.	'90-'92	84	.. Willamette Canal & Lock Bonds of 1870.....	200,000	7	"	1890	100
Illinois—(\$2,133,634):						Pennsylvania—(\$23,272,956):					
.. Interest Bonds, inscribed stock, 1847.....	971,334	5	Jan. & July.	1878	101	.. Loan of Feb. 1867 (5-10s).....	92,350	5	Feb. & Aug.	'72-'77	102
.. Refunded Stock Bonds, 1859.....	344,000	5	"	'77-'78	101	.. Loan of Feb. 1867 (5-10s).....	3,786,550	5	"	'72-'77	102
.. Thornton Loan Bonds, 1861.....	102,000	5	"	1880	101	.. Loan of Feb. 1867 (5-10s).....	90,400	5	"	'77-'82	100
.. War Loan Bonds, 1861.....	417,000	5	"	1880	101	.. Loan of Feb. 1867 (10-15s).....	7,900,550	5	"	'77-'82	107
.. Chicago Relief Bonds, 1871.....	250,000	5	May & Nov.	1881	101	.. Loan of Feb. 1867 (15-25s).....	723,960	5	"	'82-'85	107
Kansas—(\$1,336,675):						.. Loan of Feb. 1867 (15-25s).....	9,271,850	5	"	'82-'85	109
.. State Bonds (various) 1863 to 1864.....	110,675	5	Jan. & July.	'83-'84	101	.. Inclined Plane Loan, of April 1848.....	400,000	5	April & Oct.	1879	100
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	101	.. State Stocks (old).....	1,907,050	5	Feb. & Aug.	1871	100
Kentucky—(\$2,750,510):						.. State Stocks (old).....	1,907,050	5	"	'77-'78	100
.. State Bonds 1839 and '43.....	160,000	5	Mar. & Sept.	1873	101	.. State Stocks (old).....	1,907,050	5	Jan. & July.	1882	100
.. State Bonds, 1840 to 1851.....	683,000	5	April & Oct.	'71-'72	101	Rhode Island—(\$2,770,000):					
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	5	Various.	'79-'94	101	.. War Bonds of Aug. 1862.....	1,049,000	5	Mar. & Sept.	1892	99
Louisiana—(\$21,214,800):						.. of Jan. 1863.....	200,000	5	April & Oct.	1890	100
.. State Bonds, to R. R. Co's, 1840 to 1866.....	1,880,000	5	Various.	'98-'98	72	.. of June 1863.....	802,000	5	Jan. & July.	1893	100
.. Deficiency (Treasury) Bonds 1853.....	750,000	5	Jan. & July.	1893	101	.. of May 1864.....	832,000	5	Feb. & Aug.	1894	100
.. Funded coupons (new) 1866-'68.....	997,000	5	"	'86-'88	101	South Carolina—(\$15,857,327):					
.. Levee Bonds 1867.....	4,000,000	5	May & Nov.	1907	101	.. State House, Stock and Bonds '63-'65.....	1,233,188	5	Jan. & July.	'71-'90	100
.. .. 1868.....	1,000,000	5	Various.	1888	101	.. Funding Stocks & Bonds '66-'68.....	1,780,000	5	April & Oct.	1889	27
.. .. 1870.....	3,000,000	5	Mar. & Sept.	1875	101	.. Funding Stocks and Bonds.....	2,262,714	5	Jan. & July.	'87-'97	16
.. Funded Floating Debt 1870.....	3,000,000	5	May & Nov.								

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7	"	"	1893	....
1st Mortgage.....	1,800,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	94
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,800,000	7	Jan. & July.	New York.	1888	98 1/2	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	97	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	"	1881	92 1/2	1st Mortgage coin or stg skg p.d.:	20,000pm	7	May & Nov.	N. Y. & Lond.	1899	91
Albany Loan.....	1,000,000	6	"	Albany.	1896	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1898	95
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	"	1875	....
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	"	"	1878	....
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	98	Stock (common) Bonds.....	980,000	8	April & Oct.	"	1879	....
Special Mortgage to Penn.....	3,600,000	8	"	Harrisburg.	....	87 1/2	Stock (common) Bonds.....	399,500	8	Jan. & July.	"	1894	....
Androscongin:							Stock (common) Bonds.....	1,377,940	8	"	"	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,557,971	8	Jan. & July.	Boston.	1894	100 1/2
1st Mortgage.....	8,000pm	8	Jan. & July.	New York.	1891	70	Burlington and Southwestern:						
Atchafalpa and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	....
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	Cairo and Fulton (Arkansas):						
Atchafalpa, Topeka and Santa Fe:							1st Mort. (R. R. & lands) S. & G. gold	8,000,000	7	Jan. & July.	New York.	1891	90
1st Mortgage (gold).....	15,000pm	7	Jan. & July.	Boston.	1899	87 1/2	Cairo and St. Louis (3 ft. gauge):						
Land Grant Mortgage (gold).....	7,500pm	7	April & Oct.	"	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	88 1/2	1st Mortgage, gold.....	3,500,000	7	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7	March & Sept.	"	1902	....	Camden and Atlantic:						
3d Mortgage (gold) Income.....	29,000,000	7	May & Nov.	"	1902	....	2d Mortgage of 1884.....	600,000	7	April & Oct.	Camden.	1879	....
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	888,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Sectional (S. & G. R. R.) bonds	310,000	7	"	"	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. G. & Fla. R. R.)	404,000	7	May & Nov.	"	1888	....	1st Mort. (skg fd) for \$2,750,000..	....	7	"	New York.	....	....
2d Mortgage (S. G. & Fla. R. R.)	200,000	7	"	"	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort (skg fd) g'd for \$9,000,000	8,780,000	7	Jan. & July.	N. Y. L. & F.	1906	92 1/2
1st Mort. (gold) for \$5,000,000.....	....	7	Jan. & July.	New York.	1901	....	Carthage & Burlington (C. B. & Q.):						
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
1st Mortgage for \$15,000,000.....	....	7	Jan. & July.	New York.	1901	....	Catawissa:						
Atlantic and North Carolina:							1st Mortgage (old).....	220,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,800,000	7	"	"	1900	101
Atlantic and Pacific:							Chattel Mortgage.....	158,350	10	"	"	'90-'89	102
Land Mortgage gold bonds.....	3,000,000	6	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6	"	"	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota (L. C.):						
1st Mortgage (sterling) of 1853....	484,000	6	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly).....	294,000	7	April & Oct.	New York.	1884	81
2d Mortgage (sterling) of 1864....	1,499,968	6	April & Oct.	"	1884	....	1st Mort. (W. to Minn. Line).....	1,377,000	7	Jan. & July.	"	1907	....
3d Mortgage (sterling) of 1871....	712,932	6	May & Nov.	"	1891	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Bald Eagle Valley:							1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	2d Mortgage 2d Div. \$10,000 p. m.	582,000	7	"	"	1894	86 1/2
2d Mortgage.....	100,000	7	"	"	1884	....	1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	"	1916	86 1/2
Baltimore and Ohio:							Central Branch Union Pacific:						
Loan of 1855-'75.....	868,250	6	Jan. & July.	Baltimore.	1875	98 1/2	1st Mort. (Atch. & Pike's Peak).....	1,600,000	6	May & Nov.	New York.	1895	....
Loan of 1850-'80.....	679,500	6	"	"	1880	98	2d Mortgage Govern'm't subsidy.....	1,600,000	6	Jan. & July.	"	1895	....
Loan of 1853-'55.....	1,710,500	6	April & Oct.	"	1885	96	Central of Georgia:						
Loan of 1858-'90 (Balt.) skg fd.....	3,645,083	6	Jan. & July.	"	1890	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1870-'96 (skg.) skg fund.....	3,788,762	6	March & Sept.	London.	1895	....	Central of Iowa:						
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7	Jan. & July.	New York.	1899	88
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	"	"	1885	92	2d Mortgage, gold, \$4,000 p. m.:	812,000	7	April & Oct.	"	1901	79
Baltimore and Potomac:							Central of New Jersey:						
1st Mort. (tunnel) gold guar.....	1,500,000	6	Jan. & July.	Baltimore.	1911	....	2d (now 1st) Mortgage (balance).....	174,000	7	May & Nov.	New York.	1875	100
1st Mortgage (R. R.) gold guar.....	3,500,000	6	April & Oct.	"	1911	....	Convertible bonds of 1872.....	1,725,000	7	"	"	1902	....
Bangor and Piscataquis:							New Mortgage for \$5,000,000.....	5,000,000	7	Feb. & Aug.	"	1890	103 1/2
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Loan of L. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mort. (Bangor loan) extens'n	122,000	7	"	"	1901	....	Central Ohio (B. & O.):						
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	86 1/2
1st Mort. guar. by F. & P. Mfg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California:						
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,885,000	6	Jan. & July.	New York.	'96-'99	103 1/2
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,600,000	7	"	"	1883	100
Belfast and Moosehead Lake:							State Aid B'ds (Int. by State) gold	1,500,000	7	"	"	1885	111
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,735,000	6	"	"	1899	....
Belleville and Southern Illinois:							1st Mort. (Calif. & Oregon) gold	6,000,000	6	"	"	'89-'91	....
1st Mort. guar. by St. L. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95	1st Mort. (S. Fr. Okid & Ala.).....	1,500,000	6	"	San Francisco	1890	....
Beloit and Madison (C. & N. W.):							1st Mort. (San Joaquin V. D.) gold	6,050,000	6	April & Oct.	New York.	1900	....
1st Mortgage.....	238,000	7	Jan. & July.	New York.	1888	....	Land bonds (Cen. Pac. Co.) gold	9,153,000	6	"	"	1890	....
Belvidere Delaware:							Charleston and Savannah:						
1st Mortgage (guar. by U. & S.)	1,000,000	6	June & Dec.	New York.	1877	95	1st Mortgage guar. by S. Car.....	505,000	6	March & Sept.	Charleston.	1877	....
2d Mortgage (guar. by A. Co. and	499,500	6	March & Sept.	Princeton.	1885	84	Funded Interest on 1st Mort.....	167,400	7	"	"	1889	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81	Charlotte, Columbia & Augusta:						
Blue Ridge (S. Car.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1896	....
1st Mortgage guar. by State, gold	4,000,000	7	Jan. & July.	Charleston.	1898	....	Charters:						
Boston and Albany:							1st Mort., guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
1st Mortgage.....	3,000,000	7	Feb. & Aug.	Boston.	1892	105 1/2	Cheraw and Darlington:						
Boston, Clinton and Fitchburg:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....

# AMERICAN RAILROAD JOURNAL.

## AMERICAN RAILROAD BOND LIST.

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An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$600,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	77-87	....
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	Cinc., Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,087,421	7	June & Dec.	New York.	1890	79
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77 1/2
1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	104	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	90
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	95	Cincinnati and Springfield:						
1st Mort. (St. L.J. & C.) assumed	564,000	7	"	"	1894	90	1st Mortgage for \$2,000,000 (guar)				New York.	1901	....
2d Mort. ("")	188,000	7	Jan. & July.	"	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$5,000,000				New York.	1901	....
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1888	111 1/2	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	"	"	1883	....	1st Mortgage for \$16,000 p. m.				New York.	1891	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	....	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold.	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	100
Loan of 1872.....	6,938,223	7	Jan. & July.	Boston.	1896	94	1st Mort. (C. & C. and C. R. R.)..	272,000	7	June & Dec.	"	73-84	....
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	"	"	1878	....	1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	"	"	....
1st Mort. (Peo. & Han.) guar.....	600,000	8	"	"	1878	....	Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	"	1879	....	1st Mortgage 1883.....	650,000	7	Feb. & Aug.	New York.	1878	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	"	1889	96	3d Mortgage (sinking fund) 1886	487,900	8	March & Sept.	"	1876	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	"	1879	....	1st Mort. (Branch) 1893.....	71,000	7	Jan. & July.	"	1873	....
1st Mort. (Quincy & War.) guar.....	800,000	8	Jan. & July.	"	1890	100 1/2	Clev., Mt. Vernon and Delaware:						
1st Mort. (O. & Fox Rv.) guar.....	1,250,000	8	"	"	1900	100	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.....	960,000	8	April & Oct.	"	1890	99	Cleveland and Pittsburg (Pa. Co.):						
Chicago, Cincinnati and Louisv.:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	100
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	"	1874	100
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,066,000	6	Jan. & July.	"	1892	84 1/2
1st Mort. guar. C., B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	628,000	7	May & Nov.	"	1900	97
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	8	June & Dec.	Philadelphia.	1898	....
1st Mortgage (Ind. Div.) gold.....	1,600,000	7*	"	"	1912	90	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78 1/2	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund.....	15,844,750	7	April & Oct.	New York.	1908	86 1/2
1st Mortgage for \$19,000 p. m.		8	March & Sept.	New York.	1909	....	2d Mortgage Consol. skg fund.....	3,679,900	7	Feb. & Aug.	"	1909	73 1/2
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	101	1st M. (assumed by Cinn., S. & O.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hocking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	692,000	7	Jan. & July.	Boston.	1886	....	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	500,000	7	Jan. & July.	"	1880	....
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	"	1891	....
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	97	Columbus and Xenia:						
Funded coupons (193 m.).....	755,000	7	May & Nov.	"	1888	97	1st Mortgage, guar. by Pa. Co....	302,000	8	March & Sept.	New York.	1880	....
General 1st Mortgage (193 m.)..	3,888,000	7	Feb. & Aug.	"	1885	99	Connecticut and Passumpsic Riv.:						
Applinton Ext. (23 m. & 70,000 ac.)	182,000	7	"	"	1885	....	1st Mortgage sinking fund.....	448,700	6	June & Dec.	Boston.	1876	84
Green Bay Ext. (26 m. & 70,000 a.)	200,000	7	"	"	1885	....	Notes payable, conv. at par.....	594,000	7	"	"	1876	100
Equipmt' (Engs. & Cars \$400,000)	101,000	7	April & Oct.	"	1874	....	1st Mort. (Massawippi) guar. gold	400,000	6	Jan. & July.	"	1889	....
1st Mort. (Gal. & Chic. 248 m.)..	1,785,000	7	Feb. & Aug.	"	1882	101 1/2	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.)..	948,000	7	May & Nov.	"	1875	98	1st Mortgage skg fund.....	250,000	7	March & Sept.	Boston.	1878	....
Miss. Riv. Bridge ("").....	200,000	7	Jan. & July.	"	1884	....	Connecticut Valley:						
Elgin & State Line ("").....	135,000	7	"	"	1878	95	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79 m. & land)	767,000	7	March & Sept.	"	1898	95	Connecticut Western:						
Consol. skg fund (C. & N.W. R'y)	2,650,000	7	F. M. A. & N.	"	1915	90 1/2	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Equipmt' (Eng. & Cars \$2,750,000)	275,000	10	May & Nov.	"	1871	....	Connecting (Philadelphia):						
1st Mort. (Madison Exten.) gold.	3,150,000	7*	"	"	1911	....	1st Mort. A.B.C.D. & E. \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,234	87
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	"	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	"	1874	93 1/2	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
2d Mort. (Chi. & Mil. R.R.) guar.	182,000	7	Feb. & Aug.	"	1874	....	Cowanesque Valley:						
3d Mort. ("") guar.....	10,500	7	June & Dec.	"	1898	93 1/2	1st Mortgage gold.....	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	"	1898	93 1/2	Cumberl'd & Penn. (Consol. Coal):						
1st Mort. (Bel. & Mad. R.R.) guar.	583,000	7	"	"	1888	....	1st Mortgage.....	908,500	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-Li.:							2d Mortgage, sinking fund.....	769,000	7	May & Nov.	"	1888	....
1st Mort. (skg fd gold \$25,000/pm)		7*	June & Dec.	New York.	1902	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '69, \$16,000/pm	1,350,000	8	May & Nov.	New York.	1889	77	2d Mortgage.....	169,500	8	"	"	1905	....
1st Mort. of Nov. 1, '71, \$16,000/pm		8	March & Sept.	"	1891	....	Plain bonds.....	81,800	6	Jan. & July.	"	1884	....
Chicago, Omaha and St. Joseph:							Danbury and Norwalk:						
1st Mortgage for \$5,000,000.....							1st Mortgage of July 1, 1880....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1870....	200,000	7	"	"	1880	....
1st Mortgage \$26,000 p. m. gold.		7*	.....	Boston.	1901	....	Danv. Hazletton & Wilkesbarre:						
Chi. Pekin & Southw'n (C.B. & Q.)							1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
1st Mortgage for \$1,000,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....	Davenport and St. Paul:						
Chicago, Rock Island and Pacific:							1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	Dayton and Michigan (C.H. & D.):						
1st Mort. skg fund (C. R.I. & Pac.)	8,600,000	7	"	"	1898	103 1/2	1st Mortgage sinking fund guar.	2,738,000	7	Jan. & July.	New York.	1884	....
Chi. & Southw'n (C.R.I. & Pac.):							2d Mortgage, guar.....	642,000	7	March & Sept.	"	1887	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	107	3d Mortgage, guar.....	700,000	7	April & Oct.	"	1888	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	"	1901	....	Toledo Depot bonds guar.....	169,500	7	March & Sept.	"	81-94	....
Chicago & Wisconsin Midland:							Dayton and Union:						
1st Mort. g'd skg fd for \$41,000,000		7*	Jan. & July.	New York.	1902	....	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
Chicago and Superior:							2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1906	....	Income Bonds.....	252,445	6	"	"	1879	....
1st M. (Chi. & Sup.) g'd \$5,000,000													

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			When.	Where.						When.	Where.		
Detroit, Ecl River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$22,000	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	....
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	84	1st Mortgage gold.....	250,000	6	April & Oct.	Baltimore.	1900	....
2d Mortgage.....	800,000	8	Jan. & July.	"	1891	....	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,755,000	7	Feb. & Aug.	New York.	1882	101
1st Mortgage (consolidation)....	3,000,000	8	April & Oct.	Boston.	1896	97	2d Mortgage.....	948,000	7	May & Nov.	"	1875	98
Detroit and Milwaukee:							Elgin and State Line Purchase..	135,000	6	Jan. & July.	"	1878	....
1st Mortgage (D. & M.R.) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	"	"	1884	....
2d Mortgage.....	1,000,000	8	"	"	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.)	925,824	7	Jan. & July.	"	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
2d Funded Coup. ( " ).....	375,734	7	"	"	1875	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R.R. stg. bonds	150,867	6	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7	March & Sept.	N.Y. & Lond.	1900	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	"	"	1873	....	2d Mortgage gold.....	1,000,000	8	Jan. & July.	"	1892	....
Detr. & Pontiac R.R. bonds.....	250,000	7	"	"	1878	....	Goshen and Deckertown:						
Detr. & Pontiac R.R. bonds.....	250,000	8	Feb. & Aug.	"	1888	....	1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Detroit, Mon. & Tol. (L.S. & M.S.)							Grand Rapids & Indiana:						
1st Mortgage Aug 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1876	97	1st Mortgage guar. gold, tax free	4,000,000	7	Jan. & July.	New York.	1899	....
Dubuque and Sioux City:							1st Mort. not guar. gold, tax free	4,000,000	7	April & Oct.	"	1899	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	98	Grand River Valley (Mich. C.):						
Dubuque Southwestern:							1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....	2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	100
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	....	Grand Trunk (Ca.):						
Dunkirk, Warren and Pittsburg:							Equipment Bonds \$500,000.....	2,500,000	6	April & Oct.	London.	....	....
1st Mortgage gold tax free.....	1,100,000	7	June & Dec.	New York.	1900	....	Equipment Bonds No. 2 \$270,500	1,350,000	6	"	"	....	....
Dutchess and Columbia:							Postal & Military b'ds \$1,200,000	6,000,000	6	Feb. & Aug.	"	....	....
1st Mortgage Jan. 1, 1866.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Preference Bonds \$2,838,335	14,191,675	5	Jan. & July.	"	....	....
East Alabama and Cincinnati:							2d Preference Bonds \$1,685,765	8,428,825	4	"	"	....	....
1st Mort. end \$16,000 p.m. by Ala.		8	Jan. & July.	....	1890	....	Provincial Debenture's \$3,111,500	15,557,500	....		Ottawa.	....	....
East Brandywine & Waynesburg:							Great Western of Canada:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
2d Mortgage.....	35,000	8	"	"	1873	....	Common (Company) Bonds.....	1,384,117	4	"	"	'72-'73	....
East Pennsylvania (Ph. & Rdg.):							Common ( " ) Bonds.....	2,993,975	8	May & Nov.	"	'73-'78	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	101	Common ( " ) Bonds.....	2,662,067	5	April & Oct.	"	'77-'78	....
East Tenn. & Georgia (E.T.V. & G.):							Common ( " ) Bonds.....	4,867	5	"	"	1881	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....	Common ( " ) Bonds.....	3,650,000	6	June & Dec.	"	1890	....
East Tenn. & Vir. (E.T.V. & Ga.):							Greenville and Columbia:						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	1st Mortgage guar. by S. Car....	1,428,546	7	Jan. & July.	New York.	'81-'86	....
East Tennessee, Virginia & Ga.:							1st Mortgage not guaranteed....	376,766	7	"	"	'81-'86	....
1st Mort., stk fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	90	Greenwich and Johnsonville:						
Eastern (Mass.):							1st Mortgage.....	180,000	7	May & Nov.	New York.	1889	....
English Loan, July 1, 1892.....	383,000	6	Jan. & July.	London.	1872	....	Hackensack & New York Ext.:						
Loan of 1864-'74.....	750,000	6	Feb. & Aug.	Boston.	1874	97	1st Mortgage, \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94	Hannibal and Naples (T.W. & W.):						
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	96
Loan of 1868-'88.....	600,000	6	March & Sept.	"	1888	91	2d Mortgage.....	125,000	7	Jan. & July.	"	1890	....
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	90	Hannibal & Central Missouri:						
Loan of 1872-'82.....	1,500,000	7	"	"	1882	101	1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	87
Eastern Shore (Md.):							2d Mortgage.....	250,000	7	Feb. & Aug.	"	1899	....
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Hannibal and St. Joseph:						
2d Mortgage.....	180,000	6	April & Oct.	"	1886	....	Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	90
Elizabethtown and Paducah:							Missouri State Loan.....	1,500,000	6	"	"	'87-'88	....
1st Mortgage, convertible.....	3,000,000	6	March & Sept.	New York.	1890	....	Six years' mortgage bonds (222m)	5,000	10	"	"	1872	....
Elmira and Williamsport (N. Cen.):							Five years' notes (277 m.).....	139,300	8	Various.	"	1874	....
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1890	95	Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	"	1885	84
Income Mortgage guaranteed ..	570,000	6	April & Oct.	"	1872	59	1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....
Erie Railway:							1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1886	99
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1897	103	General 1st Mortgage (277 m.)	1,184,100	7	April & Oct.	"	1888	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	99	General 1st Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	....
3d Mortgage.....	6,000,000	7	"	"	1883	99	Harlem Extension:						
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1889	98	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
5th Mortgage convertible.....	923,500	7	June & Dec.	"	1888	100	Harrisburg & Lancaster:						
Buffalo Branch, 1st mortgage...	186,400	7	Jan. & July.	"	1891	....	1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	94
Stirling Loan (\$1,000,000) conv.	4,844,400	6	March & Sept.	London.	1875	....	Hartford and New Haven:						
Consol. Mort. for \$30,000,000, g'd	3,000,000	7	"	NY & London.	1920	95	1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (R. L. 26.32 m.) stk fund	451,000	7	Jan. & July.	Providence.	1876	....
Erie and Pittsburg (Penn.):							1st Mort. (Conn. 96.04 m.) stk f d.	1,574,500	7	"	Hartford.	1876	....
1st Mortgage.....	872,800	7	Jan. & July.	New York.	1882	....	Holly, Wayne & Monroe (F&PM):						
2d Mortgage.....	115,200	7	March & Sept.	"	1880	....	1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage tax free.	2,059,000	7	Jan. & July.	"	1893	....	Holyoke and Westfield:						
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	....	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (Me.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N.Y. & Lond.	1894	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
1st L.M. (& 1st on 60, & 2d on 55m)	2,000,000	6	March & Sept.	"	1899	87	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
Evansville and Crawfordsville:							3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	....
1st Mortgage (main line) stk fund	1,004,000	7	Jan. & July.	New York.	1889	....	Houston and Texas Central:						
1st Mortgage.....	180,000	7	March & Sept.	"	1889	....	1st Mortgage L.G. stk fund, gold.	6,520,000	7	Jan. & July.	New York.	1891	....
1st Mort. (Rockville Extension).	1,000,000	7	Feb. & Aug.	"	1881	....	Hudson River (N.Y. Can. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	104
Evansville, Terre Haute & Chi.:							3d Mortgage.....	180,000	7	May & Nov.	"	1885	....
1st Mortgage, gold.....	780,000	7	May & Nov.	New York.	1900	....	Hudson Connecting (NY & O Mid):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7	May & Nov.	New York.	1902	....
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	Huntingdon and Broad Top Mt.:						
Flint and Pere Marquette:							1st Mortgage gold.....	416,000	7	April & Oct.	Philadelphia.	1890	102
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....	2d Mortgage.....	287,500	7	Feb. & Aug.	"	1875	59

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## AMERICAN RAILROAD BOND LIST.

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An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.		Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.	
			When.	Where.	Due.							When.	Where.	Due.			
Indianapolis, Cin. and Lafayette:									Lake Shore & Michigan So.:								
1st Mortgage (Ind. & Cin.) of 1888	\$1,599,500	7	April & Oct.	New York.	1888	....			Sinking Fund Oct. 1, 1869.....	\$1,800,000	7	April & Oct.	New York.	1879	....		
1st Mortgage (L. C. & L.F.) of 1887	2,770,000	7	Feb. & Aug.	"	1897	....			Consol. registered July 1, 1870.....	3,999,000	7	J. A. J. & O.	"	1890	98 1/2		
1st Mortgage " " of 1889	1,566,000	7	June & Dec.	"	1899	....			Consol. coupon July 1, 1870.....	1,834,000	7	Jan. & July.	"	1890	101		
Indianapolis and St. Louis:									Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	"	1899	96		
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1916	....			Sanbury July 1, 1864.....	500,000	7	Jan. & July.	"	1874	....		
1st Mortgage	2,000,000	7	March & Sept.	"	1916	....			Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7	"	"	1880	98		
1st Mortgage	1,000,000	7	April & Oct.	"	1916	....			3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1892	98 1/2		
2d Mortgage	500,000	8	Jan. & July.	"	1900	....			1st Mort. (June R.R.) Dec. 1, 1862	115,000	7	June & Dec.	"	1872	....		
Equipment Mortgage	500,000	8	Jan. & July.	"	1881	....			Skf Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	"	1886	102		
Iowa Eastern:									Mort. April 1, 1866	864,000	7	April & Oct.	"	1886	93 1/2		
1st Mortgage gold	14,000 pm	7*	Feb. & Aug.	New York.	1902	....			1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	"	1886	104 1/2		
Iowa Falls & Sioux City (Ill. Cen.)	2,960,000	7	April & Oct.	New York.	1917	....			2d Mort. Oct 31, 1857	2,692,000	7	"	"	1877	99 1/2		
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....			Mort. Nov. 1, 1858	100,000	7	May & Nov.	"	1873	....		
Iowa Midland (C. & N.W.):									Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	"	1882	98		
1st Mort. \$16,000 guar.		8	Feb. & Aug.	New York.	1900	105 1/2			Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	...		
Ironton (Penna.):									Mort. April 1, 1863	3,000,000	7	April & Oct.	"	1898	96		
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....			1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	97		
Ithaca and Athens:									1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	....		
1st Mortgage gold, skf fund	600,000	7*	Jan. & July.	New York.	1890	99			1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1887	...		
Jackson, Lansing & Saginaw (MO.):									1st Mort. Oct. 1, 1867 (K. & Sch.)	100,000	8	"	"	1887	...		
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108			1st M. July 1, '68 (K. A. L. & Gr. R.)	840,000	8	"	"	1888	96		
2d Mortgage	500,000	8	March & Sept.	"	1888	....			1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	"	"	1888	var		
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	"	1890	....			2d Mort. June 1, 1869	500,000	7	June & Dec.	"	1894	....		
Jacksonville, Pensac. and Mobile:									Lawrence (P. Ft. W. & Chi.):								
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....			1st Mortgage guaranteed	600,000	7	April & Oct.	Philadelphia.	1896	....		
Jamestown & Frank. (L.S. & M.S.):									Leavenworth, Lawr. & N. West'n:								
1st Mortgage	496,000	7	Jan. & July.	New York.	1897	....			1st Mort. guar. by Pac. of Mo.:	355,000	7	Feb. & Aug.	New York.	1899	....		
2d Mortgage guaranteed	509,000	7	June & Dec.	"	1894	....			Leaven, Lawrence & Galveston:								
Jefferson (Erie):									1st Mort. skf fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bos.	1890	77 1/2		
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....			Lehigh and Lackawanna:								
2d Mort. ( " )	94,000	7	"	"	1889	....			1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....		
1st Mort. (Carbendale Section)	2,000,000	7	"	"	1889	....			Lehigh Valley:								
Jeffersonville, Madison & Indian:									1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101 1/2		
1st Mortgage	2,089,000	7	April & Oct.	New York.	1906	....			1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1888	98		
2d Mortgage	2,000,000	7	Jan. & July.	"	1910	....			2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	"	1910	108 1/2		
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1882	....			Lexington & St. Louis (P. of Mo.):								
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	"	1873	....			1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....		
Joliet and Chicago (C. & Alton):									Little Miami:								
1st Mortgage skf fund guar	500,000	8	Jan. & July.	New York.	1882	96			1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....		
Joliet & Northern Ind. (Mich. C.):									Street Connection Bonds	500,000	6	Jan. & July.	"	1894	....		
1st Mortgage guaranteed	800,000	8	Jan. & July.	New York.	1874	....			Little Rock and Fort Smith:								
Junction (Cin. & Indianapolis):									1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bos.	1900	31 1/2		
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1886	....			Land Grant sinking fund	5,000,000	7	April & Oct.	"	1900	25 1/2		
2d Mortgage	798,000	7	March & Sept.	"	1893	....			Little Schuylkill (Phila. & Rd.):								
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	1884	....			1st Mortgage guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99 1/2		
Junction, Philadelphia:									Logansport, Crawf. & S'w'n Ind.:								
1st Mortgage guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....			1st Mortgage gold	1,500,000	8*	E. M. & A. N.	New York.	1900	99		
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....			Long Br. and Sea Shore (N.J. So.):								
Junction and Breakwater:									1st Mortgage guaranteed	300,000	6	Jan. & July.	New York.	1889	....		
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....			Long Dock (Erie):								
Kalamazoo, Allegan & Gr. Rapids:									1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	57 1/2		
1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	95			Long Island:								
Kalamazoo and Schoolcraft:									1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	92		
1st Mort. assumed by L.S. & M.S.	190,000	8	Jan. & July.	New York.	1887	....			1st Mortgage (Extension)	175,000	7	Feb. & Aug.	"	1890	....		
Kalamazoo, & S. Haven (M. Cen.):									1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	....		
1st Mortgage guar. by lessee	640,000	8	May & Nov.	Boston.	1889	100 1/2			General Mortgage	775,000	7	"	"	1899	....		
Kalamazoo & White Pigeon:									Louisville & Miss. Riv. (Ch. & Al):								
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....			1st Mortgage	4,800,000	7	Feb. & Aug.	New York.	1900	....		
Kent City, St. Jo. & Coun. Bluffs:									Louisville, Cincinnati and Lexington								
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bos.	1888	....			1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....		
2d Mort. ( " )	150,000	10	"	"	1873	....			2d Mortgage for \$1,000,000	345,000	8	April & Oct.	"	1900	....		
1st Mort. (St. Jo. & C.R. 78 m.) cv. fr.	1,400,000	10	March & Sept.	"	1892	....			Louisville and Nashville:								
2d Mort. ( " )	539,500	8	June & Dec.	"	1874	....			1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	73-76 91			
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....			1st Mortgage (Memph Br. 46.37m.)	139,000	7	May & Nov.	"	72-75			
1st Mort. ( " )	1,000,000	7*	"	"	1893	....			1st Mort. (Leb. Br. Ext. 73.2m.)	98,000	7	"	"	80-86			
Consolidated Mort. (260m. conv.)	687,000	8	March & Sept.	"	1892	....			Consol. M. for \$5,000,000 (392 m.)	6,647,000	7	April & Oct.	"	1896	93		
Kansas City & Santa Fe (L.L. & G.):									Louisv. N. Al. & St. Lo. Air-Line								
1st Mortgage guar. by Lessee	2,000,000	10	May & Nov.	Boston.	1900	....			1st Mortgage gold, \$25,000 p.m.	2,875,000	7*	"	New York.	1901	....		
Kansas Pacific:									Macon and Augusta:								
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85			1st Mortgage end by State of Ga.	678,000	7	Jan. & July.	New York.	88-91	....		
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1899	86			1st Mortgage not guaranteed	100,000	7	"	"	1890	....		
1st M. (3d Div. 244.66m. & 3,060,000)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102 1/2			Macon and Brunswick:								
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....			1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877</			

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$550,000	6	May & Nov.	Boston	1885	43	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. S.)	2,100,000	7	Jan. & July.	New York.	1900	80
Massillon & Cleve. (C. M. V. & D.)	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage sinking fund, guar.	500,000	6	April & Oct.	Nashville.	1887	....
Mayville and Lexington:							2d Mortgage gold.....	112,500	7	Jan. & July.	Bridgeport.	1870	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	Naugatuck:						
Memphis and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	New York.	1891	....
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	86	Newark & New York (Cen. N. J.)	800,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	1st Mortgage guar.....	972,000	6	May & Nov.	London.	1897	....
Memphis and Little Rock:							Newark, Somerset & Straitville:						
1st Mortgage.....	1,200,000	6	May & Nov.	New York.	1890	....	1st Mortgage gold.....	3,000,000	7	May & Nov.	New York.	1889	....
Nichigan Air Line:							New Brunswick and Canada:						
1st Mortgage (E. D. V.) \$15,000 p.m.	550,000	6	Jan. & July.	Boston.	1890	101	1st Mortgage, Sterling \$200,000...	1,000,000	7	Jan. & July.	New York.	1889	....
Michigan Central:							Newburg & New York (Erie):						
1st Mortgage, convertible.....	2,204,000	6	April & Oct.	New York.	1882	....	1st Mortgage for \$600,000.....	2,000,000	7	Jan. & July.	New York.	1889	....
1st Mortgage, sinking fund conv.	2,204,000	6	"	"	1882	116	New H. Middle'n & Willman:						
Trust Mortgage for \$10,000,000...	4,500,000	7	May & Nov.	"	1902	99	1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	6	Jan. & July.	"	1890	106	New Haven & Northampton:						
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1889	....
2d Mort. ( " ) guar.	500,000	6	March & Sept.	"	1879	100	Convertible.....	400,000	6	April & Oct.	"	1880	....
1st Mort. (Cal. & So. Hav.) f. guar.	640,000	6	May & Nov.	"	1889	100	Holyoke and Westfield bonds.	2,000,000	7	"	"	1891	....
2d Mort. ( " ) guar.	70,000	6	"	"	1889	....	New Jersey See United Company's						
Michigan Lake Shore:							New Jersey Midland (N. Y. & O. M.):						
1st Mortgage.....	800,000	6	Jan. & July.	New York.	1889	....	1st Mortgage gold, guar.....	3,000,000	7	Feb. & Aug.	New York.	1895	....
Middletown, Unionv. & W. Gap (E.):							2d Mortgage currency.....	1,500,000	7	"	"	1881	78
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1886	....	New Jersey Southern:						
Midland of Canada:							1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	79
1st Mortgage sterling \$235,000...	1,145,607	6	May & Nov.	London.	1896	....	1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	"	1888	....
Midland Pacific:							Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
1st Mortgage gold, tax free.....	1,100,000	7	Feb. & Aug.	New York.	1890	....	New Jersey West Line:						
Milwaukee and St. Paul:							1st Mort. gold, for \$3,000,000...						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	92	New London Northern (Vt. Cen.):						
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	85	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	"	1874	89	2d Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	"	1897	87	N. Orleans, Jackson & Gt. North:						
1st Mortgage (Minn. Cent.)	207,000	7	"	"	1870	90	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Iowa & Dak.)	1,008,000	7	"	"	1870	84	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (P. du Chien)	3,874,000	6	Feb. & Aug.	"	1898	107	Income Mortgage, 1870 gold...	1,000,000	8	May & Nov.	"	1890	....
2d Mortgage (P. du Chien)	1,815,000	7	"	"	1898	95	N. Orleans Extension, 1870, gold	1,500,000	8	Jan. & July.	"	1890	....
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873	....	New Orleans, Mobile and Texas:						
1st Mort. (Milw. & Wtn.)	234,080	7	Jan. & July.	"	1891	....	1st M. (N. O. & T. 22 1/2 m. s. g. fd.)	2,825,000	8	Jan. & July.	New York.	1915	....
Real Estate Purchase.....	148,500	7	"	"	1891	....	1st M. ( " ) gold s. g. fd.	2,825,000	8	"	N. Y. or Lond.	1915	....
Milw. Manitowoc & Green Bay:							2d Mortgage, endorsed by La.						
1st Mortgage for \$2,500,000.....							New York and Boston:						
Milwaukee and Northern:							1st Mortgage gold, for \$3,000,000						
1st Mortgage for \$15,000 p.m.							New York Central & Hudson R.						
Mineral Point:							Debt Certif. (N. Y. Central)...	5,936,626	6	May & Nov.	New York.	1883	95
1st Mortgage, Dec. 21, 1868.....	330,000	10	Jan. & July.	New York.	1890	....	Bonds for debts ass'd (N. Y. Cen.)	1,514,000	6	Feb. & Aug.	"	1876	101
Minneapolis & Duluth (L. S. & M.)							Bonds for R. & N. S. t. ( " )	76,000	6	May & Nov.	"	1883	....
1st Mortgage gold, guaranteed...	400,000	8	Jan. & July.	New York.	1911	....	Bonds for R. R. stock ( " )	592,000	6	"	"	1883	87
1st Mortgage gold, guaranteed...	700,000	7	Jan. & July.	New York.	1911	....	Bonds for real estate ( " )	162,000	6	"	"	1883	87
1st Mortgage gold, guaranteed...	700,000	7	Jan. & July.	New York.	1911	....	Bonds of 1854 renew'd ( " )	2,900,000	6	June & Dec.	"	1887	91
1st Mort. gold, s. g. fd. & tax free	20,000 p.m.	7	Jan. & July.	New York.	1895	....	1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	"	1870	....
Mississippi Central:							2d Mort. ( " ) S. F.	1,894,000	7	June & Dec.	"	1886	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1890-71	....	3d Mort. ( " )	180,000	7	May & Nov.	"	1875	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	Bonds of '71, tax free (N. Y. C. & H.)	1,960,000	7	April & Oct.	"	1891	....
General Mort. for \$3,000,000 gold							Consol. Mort. for \$400,000,000...						
Mississippi, Ouachita & Red Riv:							New York and Harlem:						
1st Mortgage gold.....	1,800,000	7	"	"	1912	....	1st Mortgage of 1863.....	3,000,000	7	May & Nov.	New York.	1873	103
1st Mort. Land Grant gold.....	1,000,000	7	"	"	1912	....	Consolidated mortgage of 1863...	1,754,000	6	Feb. & Aug.	"	1883	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	Sinking Fund mortgage of 1861.	111,550	7	Jan. & July.	"	1881	....
Mississippi and Tennessee:							Bonds of 1863, unsecured.....	108,000	7	"	"	1873	....
1st Mortgage of April 1, 1856...	800,000	7	April & Oct.	New York.	1876	....	N. York, Housatonic & Northern:						
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	181-93	....	1st Mortgage for \$500,000...	161,000	7	Feb. & Aug.	New York.	1889	....
Mississippi Valley and Western:							New York and New Haven:						
1st Mortgage \$30,000 p. m.							1st Mortgage.....	1,050,500	7	April & Oct.	New York.	1876	99
Missouri, Iowa and Nebraska:							New York & Oswego Midland:						
1st Mortgage gold, sinking fund.							1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	94
Missouri, Kansas and Texas:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	82
1st Mort. (U. Pac. S. Br.) s. g. fund	4,250,000	6	Jan. & July.	New York.	1899	....	2d Mortgage non-convertible...	1,500,000	7	"	"	1898	....
1st Mort. (Tubo & Neesho) S. F. g. d	2,000,000	7	June & Dec.	"	1903	....	New York, Providence & Boston:						
Consol. Land Grant, s. g. fd. gold	7,983,000	7	Feb. & Aug.	"	1904	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-78	....
Missouri River, Ft. Scott & Gulf:							Improvement Bonds.....	1,040,000	7	Jan. & July.	"	1876	....
1st Mortgage Land s. g. fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	74	....	General Mort. for \$1,000,000...	732,000	7	"	"	1899	....
Mobile and Girard:							N. York, West Shore & Chicago:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage gold, \$35,000 p. m.						
2d Mortgage.....	300,000	7	"	"	1889	....	Niles and New Lisbon:						
Mobile and Montgomery:							1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
1st Mortgage endor. by Ala. gold	2,500,000	8	May & Nov.	New York.	1900	....	Norfolk County (B. H. & Erie):						
Mobile and Ohio:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage Sterling.....	6,000,000	6	May & Nov.	Mo. & Lond.	1882	....	Norfolk & Petersburg (A. M. & O.):						
Interest bonds.....	804,400	8	"	"	1877	....	1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
Interest bonds.....	371,500	8	"	"	1883	....	1st Mortgage.....	157,000	7	"	"	1877	....
Interest (sterling) bonds.....	755,040	8	"	"	1883	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
1st Mort. (Income Liquidation)...	945,121	8	March	Mobile.	1877	....	North Eastern (S. Car.):						
Montclair (N. Y. & O. Mid.)							1st Mortgage of Sept. 1, 1869...	820,000	7	March & Sept.	Charleston.	1899	....
1st Mortgage gold, guar.....	1,200,000	7	March & Sept.	New York.	....	....	2d Mortgage of Sept. 1, 1869...	322,000	7	"	"	1899	....
2d Mortgage.....	400,000	7	"	"	....	....	North Pennsylvania:						
Income Mortgage.....	700,000	7	"	"	....	....	1st Mortgage.....	2,225,000	8	Jan. & July.	Philadelphia.	1886	96
Montgomery and Bufala:							2d Mortgage.....	1,353,500	7	May & Nov.	"	1896	104
1st Mortgage end. by Ala. gold.	1,040,000	8	March & Sept.	New York.	1886	....	Chattel Mortgage.....	300,000	10	April & Oct.	"	1877	105
1st Mortgage not endorsed.....	300,000	8	June & Dec.	"	1900	....	North Shore (L. I.):						
Monticello:							1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
1st Mortgage.....	430,000	8	April & Oct.	New York.	1910	....	Northern Central:						
Monticello and Fort Jervis:							1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
1st Mortgage gold, tax free.....	650,000	7	J. A. J. & O.	New York.	1890	....	2d Mortgage s. g. fd.....	2,500,000	6	Jan. & July.	"	1885	92
Morris and Essex (D. L. & W.):							3d Mortgage s. g. fd.....	1,223,000	6	April & Oct.	"	1900	89
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104	3d Mortgage (Y. k. & Cumb.) guar.	500,000	6	Jan. & July.	"	1877	....
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	"	1891	97	Consol. Mortgage gold.....	2,495,000	6	"	"	1905	94
Convertible bonds.....	1,810,000	7	Jan. & July.	"	1900	80	Income Mortgage conv.....	1,000,000	7	April & Oct.	"	1889	....
Construction bonds of 1871.....	2,990,000	7	Feb. & Aug.	"	1889	89	Northern New Hampshire:						
							1st Mortgage.....	105,200	6	April & Oct.	Boston.	1874	....
							Northern New Jersey (Erie):						
							1st Mortgage s. g. fd. guar.....	400,000	7	Jan. & July.	New York.	1878	....

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdy):						
1st Mort. on R.R. & lands gold.....	50,000pm	7.3	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	95
Norwich & Worcester (B.H. & L.):							Perth Amboy & Woodbr. (C.&A):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	....	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	241,500	8	Jan. & July.	New York.	79-88	....
Nyack and Northern:							Philadelphia and Baltimore Cent:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 3d m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9th m.)	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	97	2d Mortgage (Pa. & Md. 4th m.)	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	....	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	80
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	....
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....	Mortgage Loan of 1857, conv.....	96,000	6	"	"	1880	....
1st Mortgage, (W. Div.).....	850,000	7	"	"	1872	....	Mort. Loans of 1843-44-45 & 49.	1,521,000	6	"	"	1893	102
2d Mortgage, (W. Div.).....	534,000	7	"	"	1874	55	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1890	....
2d Mortgage, (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1856 sig.....	182,400	6	Jan. & July.	London.	1880	....
Income Mort., (W. Div.).....	2,761,000	7	Jan. & July.	"	1898	92	Mortgage Loan of 1843 sig.....	976,800	6	"	"	1890	....
Consolidated Mort.....	101,850	7	"	London.	1898	....	Mortgage Loan of 1836 sig.....	177,000	7	"	"	74-77	....
Consolidated Mort. (sterling)...							Dollar coupon.....	7,000,000	7	June & Dec.	Philadelphia.	1911	102
Oil Creek and Allegheny River:							Consolidated Dollar registered	3,414,000	7	"	"	1913	105
1st Mortgage (J. O. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Mortgage Gold or sig coup.....	7,000,000	6	"	Phil. or Lond.	1911	....
1st Mortgage (W. R. & Fkn).....	580,000	7	April & Oct.	"	1882	83	June 1, 1871. Gold or sig reg.....	624,000	6	"	"	1911	97
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	77	Dollar coupon.....	376,000	6	"	Philadelphia.	1911	....
Old Colony and Newport:							New debent. loan, conv.....	2,305,530	7	Jan. & July.	"	1893	106
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	96	Philadelphia, Wilmington & Balt:						
Plain Bonds.....	485,000	6	April & Oct.	"	1875	98	Mortgage Loan, convertible.....	345,600	6	Jan. & July.	Philadelphia.	1884	111
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	101	Loan of 1869.....	400,000	6	April & Oct.	"	1876	95
Omaha and Northwestern:							1,000,000	6	"	"	1887	....	
1st M. land grant, gold \$16,000pm	7.3	Jan. & July.	New York.	1901	....		Pickering Valley (Phila. & Rdy):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	97	Pittsburg, Cin. & St. Louis (Pa.):						
Orange, Alexandria & Manassas:							Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1878	98	1st Mort. (St. Louis & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	Richmond.	1875	98	1st Mort. (Ct. & New York 35m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
3d Mort. " " "	598,000	8	May & Nov.	Alexandria.	1880	81	Pittsburg & Connellsville:						
4th Mort. " " "	574,000	8	March & Sept.	New York.	1882	81	1st Mortgage of 1863, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	98
Consolidated Mort.....	1,045,500	7	Jan. & July.	New York.	1882	81	2d Mort. (Balt. Loan) of 1868...	1,000,000	6	"	"	1884	....
Orange and Newark:							1st Mort. (Turtle Cr. Div. 10th m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mortgage.....	548,000	6	May & Nov.	Newark.	1881	....	Pittsburg, Ft. Wayne & Chicago:						
Osa Valley & Southern Kansas:							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1913	100
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1913	....
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1913	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1913	....
Oswego and Rome (R. W. & O.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1913	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1913	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1913	99
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1913	....
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1913	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series J).....	800,000	7	April & Oct.	"	1913	....
1st Mortgage guar. by (C. B. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series K).....	800,000	7	May & Nov.	"	1913	....
Owensboro and Russellville:							2d Mortgage (Series L).....	800,000	7	June & Dec.	"	1913	....
1st Mortgage for \$1,500,000.....	8	Feb. & Aug.	New York.	1897	....		2d Mortgage (Series M).....	2,000,000	7	April & Oct.	"	1913	95
Pacific of Missouri (Atl. & Pac.):							3d Mortgage.....	153,000	7	May & Nov.	"	1876	....
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	86	Bridge (O. & P. R. R.) bonds...	1,000,000	6	March & Sept.	"	1874	101
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	79	Equipment Mort. of Mar. 1, 1899	100,000	7	Jan. & July.	"	1877	....
Income Bonds.....	1,500,000	7	"	"	1892	....	Construction bonds of Jan. 1, '70						
St. Louis County Bonds.....	700,800	7	Monthly.	St. Louis.	1885	....	Plymouth, Kankakee & Pacific:						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6	Jan. & July.	New York.	1887	....	1st Mortgage for \$5,000,000.....	7	Jan. & July.	"	1901	....	
1st Mortgage (Lex. Atch. & Nev.)	500,000	7	April & Oct.	"	1889	....	Port Huron & Lake Michigan:						
Paducah and Memphis:							1st Mortgage gold, for \$1,800,000	800,000	6	Jan. & July.	Boston.	1900	....
1st Mortgage gold for \$2,895,000.	1,071,000	7	Feb. & Aug.	New York.	1892	....	Portland & Ogdensburg (Me. & N.H.):						
Panama:							1st Mort. (Maine Section) gold...	800,000	6	Jan. & July.	Boston.	1901	....
1st Mortgage, sig. \$19,350.....	93,847	7	April & Oct.	London.	1875	....	Consol. Mort. gold, for \$3,300,000	6	May & Nov.	"	1891	....	
General Mortgage, sig. \$597,800.	3,869,330	7	"	"	1897	....	Portland and Ogdensburg (Vt.):						
Paris and Decatur:							1st Mortgage gold, for \$2,300,000	6	May & Nov.	Boston.	1891	....	
1st Mortgage gold.....	1,200,000	7	Jan. & July.	New York.	1901	....	Portland and Oxford Central:						
Paterson and Newark (Erie):							1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Rochester:						
Pekin, Line. & Decatur (T.W. & W.):							1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.....	1,070,000	7	Feb. & Aug.	New York.	1900	88	1st Mortgage (equal l'n).....	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & Hights (U.C. of N.J.):							2d Mort. Sept. 1, 1871 for \$450,000	7	March & Sept.	"	1891	....	
1st Mortgage guaranteed.....	100,000	7	Jan. & July.	Philadelphia.	1889	....	Port Royal (S. C.):						
Pemberton & N. York (N.J.S.):							1st Mortgage gold, skg f'd.....	1,600,000	7	May & Nov.	N.Y. & Lond.	1889	....
1st Mortgage, guaranteed.....	500,000	7	"	New York.	....	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1889	....
Pennsular Railway:							Poukeepsie and Eastern:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. gold, conv. & tax free...	800,000	7	Jan. & July.	New York.	1910	....
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....	Providence and Worcester:						
Pennsylvania:							1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage (Harr. to Pbg).....	4,972,000	6	Jan. & July.	Philadelphia.	1880	100	Quincy, Alton and St. Louis:						
2d Mortgage " " ".....	2,594,000	6	April & Oct.	London.	1875	97	1st Mortgage gold.....	850,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage " " ".....	2,282,240	6	"	"	1875	97	Quincy and Toledo (T. W. & W.):						
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	82
State lien for \$17,500,000, skg f'd	5,758,906	5	April & Oct.	Harrisburg.	72-90	....	Quincy & Warsaw (O. B. & Q.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	100
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....	Reading and Columbia (P. & R.):						
P													

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
Rockford, R. Island & St. Louis: 1st Mortgage tax free.....	\$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1915	....	Sioux City and Pacific: 1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....	
Rome, Watertown & Ogdensb.: 1st Mortgage (W. & R.) Sfg Fund	725,000	7	March & Sept.	New York.	1880	....	Somerset (Me. Central): 1st Mortgage gold.....	500,000	7	June & Dec.	Boston.	1891	....	
1st Mort. (Potdam & Watert.)	327,000	7	June & Dec.	"	" 72-74	....	South Carolina: 1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....	
Consolidated Mort. Sfg Fund.....	824,500	7	"	"	"	1891	....	1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
Rondout and Oswego: 1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H.) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....	
Rutland (Verm. Can. & Can.): Equipment Mortgage, tax free.....	500,000	7	May & Nov.	Boston.	1880	66	Domestic (G.) Bonds.....	842,500	6	Jan. & July.	"	'73-'74	....	
Equipment Mortgage.....	500,000	8	March & Sept.	"	1889	77 1/2	Domestic (I.) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....	
Saint Croix and Penobscot: 1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....	
2d Mort. ( " ).....	17,500	6	"	"	1879	....	Domestic (special) Bonds.....	712.40	7	various.	"	'72-'74	....	
Calais Loan (Lewey's Island).....	130,000	6	June & Dec.	"	1876	....	South Florida: 1st M. endor. by State \$16,000pm	.....	8	.....	.....	....		
St. Joseph & Denver City: 1st Mort. (E. D.) gold tax free.....	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	South Georgia & Florida (A. & G.): 1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....	
1st M. (W. D.) land grant, g'd tax fr	15,900pm	8*	"	"	"	1900	....	2d Mort. " " " "	200,000	7	"	"	1889	....
St. Louis, Alton and Terre Haute: 1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101	South Mountain Iron (Cumb. Val.): 1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....	
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	" 1894	....	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....	
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	" 1894	88	South and North Alabama: 1st Mort., endor. by Ala. gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....	
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	" 1894	....	South Pacific (Atl. & Pac.): 1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....	
2d Mortgage Income (Series E)	1,700,000	7	"	"	" 1884	182	South Shore (Mass.): 1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	84	
Equipment Mortgage.....	800,000	10	March & Sept.	"	" 1894	....	South Side (L. I.): 1st Mortgage, Mar. 1, 1897.....	2,250,000	7	Mar. & Sept.	New York.	1887	....	
St. Louis, Coun. Bluffs & Omaha: 1st Mortgage, gold \$16,000 p.m.	.....	7*	Jan. & July.	New York.	1901	....	South Side, Va. (A. M. & O.): 1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....	
St. Louis and Iron Mountain: 1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	98 1/2	2d preferred bonds.....	617,000	6	"	"	'84-'90	72 1/2	
St. Louis, Jacksonv. & Chic. (C. & A.): 1st Mortgage Mar. 16, 1894 guar.	2,920,000	7	April & Oct.	New York.	1894	90	3d preferred bonds.....	448,500	6	"	"	"	'84-'90	....
2d Mortgage May 1, 1898 guar.	648,000	7	Jan. & July.	"	" 1898	....	Southern Central: 1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....	
St. Louis, Kansas City & Northw. 1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	91	Southern Iowa and Cedar Rapids: 1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....	
St. Louis, Lawr. & Denw. (Pacific) 1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	....	Southern Minnesota: 1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....	
St. Louis and South Eastern: 1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	" 1890	....	
1st M. (Evans D.) gold skg f'd. con	1,000,000	7	"	"	" 1896	....	Southern (Cal.) Pacific: 1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	....		
St. Louis and St. Joseph: 1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	Southern Pennsylvania: 1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....	
St. Louis, Van. & T. H. (T. H. & L.): 1st Mortgage, guaranteed.....	1,599,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....	
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	"	" 1898	....	South Western (Gen. of Ga.): Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'88	....	
2d Mortgage (B.) convertible...	1,000,000	7	"	"	" 1898	....	1st Mortgage (Muscookee) conv.	300,000	7	"	"	'72-'70	....	
Income Mortgage.....	790,000	7	March 1.	Pittsburg.	1891	....	Spartanburg and Union: 1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....	
St. Paul and Chicago (M. & St. P.): 1st M. land gr. gold skg f'd. endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....	
St. Paul and Pacific 1st Division: 1st Mort. (St. P. to St. Anth.) 10m.	120,000	6	March & Sept.	New York.	1892	....	Springfield & Illinois S. Eastern: 1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....	
1st Mort. (St. Paul to Wah.) 70 m.	700,000	7	Jan. & July.	"	" 1892	....	2d Mortgage gold, tax free.....	1,000,000	7*	"	"	1900	....	
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	" 1892	....	Springfield and Northwestern: 1st Mortgage gold, skg fund.....	20,000pm	7*	Feb. & Aug.	New York.	1901	....	
General Mort. (R. R. & Land.)	2,020,000	7*	Jan. & July.	"	"	....	Staten Island: 1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	
General Mort. (R. R. & L'ds) skg.	1,000,000	7	"	London.	"	....	Sterling Mountain: 1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....	
1st M. (W. Line) R. R. & Land.	6,000,000	7	"	New York.	"	....	Sullivan (Verm. Central): 1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	
2d M. (W. Line) R. R. & Land.	3,000,000	7	"	"	"	....	2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....	
St. Paul and Sioux City: 1st Mortgage \$16,000 p. m. r. ....	2,000,000	7	Jan. & July.	New York.	1896	....	Sullivan and Erie: 1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....	
Land Stock on 400,000 acres.....	2,400,000	8	J. A. J. & J.	"	" 1890	....	Summit Branch: 1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90 1/2	
St. Paul, Stillwater & Taylor's F. 1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	Sunbury and Lewiston: 1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50	
Salem (W. Jer.): 1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92 1/2	Superior and St. Croix: 1st Mortgage, \$16,000 p. m. ....	.....	8	.....	.....	....		
Salem and Lowell (B. & L.): 1st Mortgage.....	225,000	6	Feb. & Aug.	Boston.	1878	95	Superior and Northwestern: 1st Mortgage, \$16,000.....	.....	6	.....	.....	....		
Sand. Mansfield & Newark (O. & O.): 1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1900	....	Susquehanna, Brid. & Erie Junc. (Erie): 1st Mortgage.....	1,000,000	7	.....	New York.	....		
San Fran., Oakland & Alameda: 1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....		Sussex (N. J.): 1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....	
Saratoga & Whitehall (R. & S.): 1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Swedesboro (W. Jer.): 1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....		
Savannah and Charleston: 1st Mortgage (Bar. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Syracuse, Bing. & N.Y. (D. L. & W.): 1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....	
State guaranteed (C. & S.) bonds	505,000	6	May & Nov.	Charleston.	1870	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....	
Funded Interest bonds.....	167,400	7	"	"	" 1889	....	Syracuse and Chenango Valley: 1st Mort. gold, for \$500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....	
Savannah, Griffin & North Ala.:							Tebo and Neasho (M. K. C. & T.): 1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....	
1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....	Terre Haute & Indianapolis: 1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....	
Savannah and Memphis: 1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	Tioga: 1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....	
Schenectady & Susq. (D. & H. Can.): 1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	Toledo, Peoria and Warsaw: 1st Mortgage (E. Div.) 110 m. ....	1,000,000	7	June & Dec.	New York.	1894	90	
Seaboard and Roanoke: 1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (W. Div.) 117 m. ....	1,800,000	7	Feb. & Aug.	"	" 1896	83	
Selma and Gulf: 1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	2d Mortgage (W. Div.) 117 m. ....	1,300,000	7	April & Oct.	"	" 1886	81	
Selma, Marion & Memphis: 1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"	" 1879	75	
Selma, Rome and Dalton: 1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	Consol. Mort. 227 m. \$6,500,000.	1,408,000	7	May & Nov.	"	" 1910	66 1/2	
2d Mortgage.....	4,000,000	7	Jan. & July.	"	" 1890	....	1st Mortgage (Burl. Br.) 19 m. ....	250,000	7	June & Dec.	"	" 1910	....	
Equipment Mortgage.....	620,000	10	"	"	" 1881	....	Tom's River & Watert. (N. J. So.): 1st Mortgage guaranteed.....	80,500	7	.....	New York.	1888	....	
Shamokin Valley & Pottaw. (N. O.): 1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Troy & Bennington (T. & S.): 1st Mortgage skg fund, nar....	100,800	7	Jan. & July.	Troy.	1878	....	
Shoeborn and Fond du Lac: 1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Troy and Boston: 1st Mortgage.....							
1st Mortgage extension.....	694,000	8	April & Oct.	"	" 1896	....	2d Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	
Shenandoah and Allegheny: 1st Mortgage for \$1,000,000.....	668,000	7	April & Oct.	New York.	1889	....	3d Mortgage.....	300,000	7	April & Oct.	"	" 1885	....	
Shoeping Valley (Ct.): 1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	Convertible Bonds.....	648,000	7	May & Nov.	"	" 1875	....	
Shore Line (N. Y. & N. H.): 1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....								
Sioux City and St. Paul: 1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....								
Land Grant Mortgage gold.....	590,000	7*	Jan. & July.	"	"	....								

An Asterick (\*) affixed to rate of interest signifies "Payable in Coll."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:													
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	95 1/2	Western Maryland:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	95 1/2	1st Mortgage	\$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. (Gt. W. R. R. W. D. 100m.)	4,000	10	April & Oct.	"	1868	96	1st Mort. endor. by Balt.	200,000	6	"	"	1890	97 1/2
1st M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	Feb. & Aug.	"	1888	96	2d Mort.	300,000	6	"	"	1890	97 1/2
1st Mort. (Quincy & Tol 34 m.)	500,000	7	May & Nov.	"	1890	92	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	51 1/2
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	98	2d Mortgage preferred	600,000	6	"	"	1895	70
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	94	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	97
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	"	"	1871	94	Western Pacific (Cen. Pac.):						
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	"	"	1893	89 1/2	1st Mortgage assumed, gold	2,735,000	6	Jan. & July.	New York.	1890	94 1/2
Equipment (Tol. & Wab. 75m.)	600,000	7	"	"	1883	85	Western Pennsylvania (Penn.):						
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	1907	87 1/2	1st Mortgage (main line 67 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	1900	90 1/2	1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	...
Troy, Salem & Rutland (R. & Sar.):							Western Union (M. & St. P.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	...	1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1896	...
Troy Union (and Depot):							West Jersey:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	...	Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	...
2d Mortgage, guaranteed	180,000	6	"	"	1878	...	1st Mortgage, Jan. 1, 1868	1,000,000	6	Jan. & July.	"	1896	96
Tuckerton:							Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	101
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	...	West Wisconsin:						
Union Pacific:							1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N. Y. or Lond.	1896	...
1st Mortgage gold, tax free	27,237,000	6	Jan. & July.	N. Y. & Bost.	'96-'99	86	Whitehall & Plattsburg (M. & P.):						
2d Mortgage (Gov. subsidy)	27,236,000	6	"	"	'96-'99	86	1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	...
1st Mort. Land Grant	9,183,000	7	April & Oct.	"	1859	75	Wicomico and Pocomoke:						
Income Mortgage	10,000,000	10	March & Sept.	"	1874	72 1/2	1st Mortgage	200,000	7	Jan. & July.	New York.	1873	...
Omaha Bridge Bds, etc \$250,000	2,500,000	5	April & Oct.	London.	1896	...	Williamston and Tarboro':						
Union Pacific (Central Div.):							1st Mortgage	350,000	8	May & Nov.	New York.	1900	...
1st Mortgage gold, tax free	1,600,000	6	May & Nov.	New York.	1895	...	Wilmington, Colum. & Augusta:						
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	'96-7-8	...	1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	80 1/2
Union Pacific, S. Br. (M.K. & T.):							Wilm., Charlotte & Rutherford:						
1st Mortgage gold, skg fund	3,595,000	6	Jan. & July.	New York.	1899	...	1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	...
Union & Titusville (O.C. & A. Riv.):							1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	...
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	...	Wilmington and Reading:						

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running debts (—) signify "not ascertained."

Abstract of General Balance Sheet.										Operations.		Earnings.		Value of Shares.													
Property and Assets.				Liabilities.			Railroad Operated.		Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.		Par.		\$ p.c.				
Rolling Stock.		Railroad.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		M.		Number.		Tons.		M.		p.c.		p.c.	
Engines.		Track and Siding.		Freight.		Pass.		B. M. E.		Car.		M.		M.		M.		M.		M.		M.		M.		M.	
Sept. 30, 1871		May 31, 1872		Dec. 31, 1871		Sept. 30, 1872		Dec. 31, 1871		Sept. 30, 1872		Dec. 31, 1871		Sept. 30, 1872		Dec. 31, 1871		Sept. 30, 1872		Dec. 31, 1871		Sept. 30, 1872		Dec. 31, 1871		Sept. 30, 1872	
1,812.00		1,812.00		1,812.00		1,812.00		1,812.00		1,812.00		1,812.00		1,812.00		1,812.00		1,812.00		1,812.00		1,812.00		1,812.00		1,812.00	
14.8		14.8		14.8		14.8		14.8		14.8		14.8		14.8		14.8		14.8		14.8		14.8		14.8		14.8	
88.6		88.6		88.6		88.6		88.6		88.6		88.6		88.6		88.6		88.6		88.6		88.6		88.6		88.6	
44.0		44.0		44.0		44.0		44.0		44.0		44.0		44.0		44.0		44.0		44.0		44.0		44.0		44.0	
31.3		31.3		31.3		31.3		31.3		31.3		31.3		31.3		31.3		31.3		31.3		31.3		31.3		31.3	
2.0		2.0		2.0		2.0		2.0		2.0		2.0		2.0		2.0		2.0		2.0		2.0		2.0		2.0	
1.3		1.3		1.3		1.3		1.3		1.3		1.3		1.3		1.3		1.3		1.3		1.3		1.3		1.3	
8.0		8.0		8.0		8.0		8.0		8.0		8.0		8.0		8.0		8.0		8.0		8.0		8.0		8.0	
20.0		20.0		20.0		20.0		20.0		20.0		20.0		20.0		20.0		20.0		20.0		20.0		20.0		20.0	
17.9		17.9		17.9		17.9		17.9		17.9		17.9		17.9		17.9		17.9		17.9		17.9		17.9		17.9	
10.6		10.6		10.6		10.6		10.6		10.6		10.6		10.6		10.6		10.6		10.6		10.6		10.6		10.6	
8.9		8.9		8.9		8.9		8.9		8.9		8.9		8.9		8.9		8.9		8.9		8.9		8.9		8.9	
28.0		28.0		28.0		28.0		28.0		28.0		28.0		28.0		28.0		28.0		28.0		28.0		28.0		28.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
1.6		1.6		1.6		1.6		1.6		1.6		1.6		1.6		1.6		1.6		1.6		1.6		1.6		1.6	
5.3		5.3		5.3		5.3		5.3		5.3		5.3		5.3		5.3		5.3		5.3		5.3		5.3		5.3	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0		3.0	
3.0																											

[illegible]

## RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

As asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Last Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Year ending	Railroad.			Rolling Stock.			Companies.	Property and Assets.					Liabilities.					Railroad Operated.			Operations.			Earnings.			Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	Main Line.			Branch Line.				2d Track and Sidings.			Railroad in progress.			Engines.			Pass.			Freight.			Trains Moved.			Passengers.			Freight.			Gross.			Net.			Dividends.			Par.			Market.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	M.	M.	M.	M.	M.	M.		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.

Aug. 31, 1871	1871	1872	1873	2.6	7,091,929	14,682	5,125,000	7,700,000	211.0	8,290	21.5	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	1.8	1,100,000	600,000	5,125,000	600,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100
Dec. 31, 1871	1871	1872	1873	2.2	683,190	1,000,000	5,125,000	355,000	100	7	100	(Leased to Pitts- burg, W. Va., & Chicago.)	429,225	10,238	100

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

For assets occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." Suffixes are distinguished by a "1."

Years ending	Railroad.			Rolling Stock.			Companies.	Property and Assets.			Liabilities.			Railroad Operated.			Operations.			Earnings.			Value of Shares.		
	Main Line.	Branch Line.	2d Trunk and Sidings.	Engines.	Cars.	Freight.		Railroad in progress.	Railroad.	Rolling Stock.	Assots.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Par.	P. c.	Market.
Sept. 30, 1871	4.4			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	7.1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	10.7			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	16.7			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	26.5			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	32.5			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	36.3			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	40.9			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	45.6			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	50.0			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	54.6			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	59.4			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	64.3			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	69.3			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	74.4			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	79.6			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	84.9			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	90.3			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	95.8			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	101.4			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	107.1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	112.9			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	118.8			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	124.8			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	130.9			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	137.1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	143.4			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	149.8			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	156.3			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	162.9			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	169.6			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	176.4			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	183.3			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	190.3			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	197.4			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	204.6			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	211.9			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	219.3			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	226.8			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	234.4			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	242.1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	249.9			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	257.8			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	265.8			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	273.9			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	282.1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	290.4			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	298.8			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	307.3			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	315.9			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	324.6			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	333.4			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	342.3			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	351.3			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	360.4			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	369.6			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	378.9			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	388.3			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	397.8			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1871	407.4			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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## Boston Stock Exchange.

Actual Sale Prices for the week ending April 30.

	Th. 24	F. 25	Sat. 26	M. 28	Tu. 29	W. 30
Boston and Albany	149	149	144	144	144	144
Boston and Lowell	120	120	120	120	120	120
Boston and Maine	120	120	120	120	120	120
Boston and Providence	152	152	152	152	152	152
Boston, Hartford & Erie	35	39	39	39	39	39
Cheshire, pref.	76	76	76	76	76	76
Chl., Burl. & Quincy	110	110	110	110	110	110
Concord	106	106	106	106	106	106
Connecticut River	134	134	134	134	134	134
Eastern	106	106	106	106	106	106
Fitchburg	134	134	134	134	134	134
Manchester & Lowell	106	106	106	106	106	106
Michigan Central	106	106	106	106	106	106
Northern, N. H.	110	110	110	110	110	110
Ogdens. & Lake Cham.	98	98	98	98	98	98
Old Colony	112	112	112	112	112	112
Ph., Wil. & Baltimore	57	57	57	57	57	57
Portl'd, Saco & Ports.	130	130	130	130	130	130
Union Pacific	84	84	84	84	84	84
Land Grant	74	74	74	74	74	74
Income 10s.	72	72	72	72	72	72
Vermont & Canada	69	69	69	69	69	69
Vermont & Mass.	85	85	85	85	85	85
South Boston (Horse)	102	102	102	102	102	102
Cambridge	50	50	50	50	50	50
Metropolitan	50	50	50	50	50	50
Middlesex	34	34	34	34	34	34
Central Mining Co.	28	29	29	29	29	29
Copper Falls	74	74	74	74	74	74
Franklin	12	12	12	12	12	12
National	47	47	47	47	47	47
Pewabic	43	43	43	43	43	43
Quincy	47	47	47	47	47	47

## London Stock Exchange.

	Closing	Prices
Atlantic & Gt. W. 1st mort., \$1,000.	80 1/2	81 1/2
Do. 2d mort., \$1,000.	71 1/2	72 1/2
Do. Con. mort. B'nds Bisch's Cert.	54	55
Do. Reorg. Scrip.	96	98
Do. Leas. Lines, Rental Bonds.	92	93
Detroit & Milwaukee 1st mort. Bonds	70	75
Do. 2d do.	70	75
Erie shares 100 dol. all paid.	60 1/2	61 1/2
Do. Ticket of Protec. Com. attached	95 1/2	96 1/2
Do. 6 per cent Convertible Bonds.	95 1/2	96 1/2
Do. European Agency Certificates	89	91
Illinois Central \$100 shares all paid.	98	100
Do. Redemption mort. Bonds 6 p.c.	98	100
Illinois & St. Louis Bridge 1st mort.	84	88
Marietta and Cincinnati Rail. Bonds	84	88
Michigan Central 8s 1882, conv.	85	90
Panama 2d mort.	95	97
Panama General mort.	97	99
Pennsylvania, 2d mort.	97	99
Do. General mort.	95	97
Do. \$50 shares.	45	47
Philadelphia and Erie 1st mort.	95	97
Do. with option to be paid in Phila.	95	97

## American Railroad Journal.

Saturday, May 3, 1873.

## Stock Exchange and Money Market.

Money has been in more liberal supply during the week, but the demand for accommodation has been quite active, especially from speculative sources, and call loans have been generally quoted up to from 7 per cent in currency and gold, to 1 1/2 per cent of one per cent commission, added to the legal rate, for the use of funds from day to day, though toward the close the symptoms were favorable to an easier movement for the borrowing interests. The total failure of the Atlantic National Bank, through the defalcation of its cashier, tended to disturb confidence, and was made the utmost of by the operators for lower values at the Stock Exchange. In the discount line, there was rather more animation within the range of from 8@12 per cent per annum, for the best grades of business paper. The May gold interest on the public debt, prepayment of which began on Monday without rebate, amounted to \$17,174,882, of which about \$15,000,000 is yet to come out. On Wednesday the Treasury redeemed in legal tender notes \$390,000 three per cent certificates, and on May 31st will redeem \$325,000

more. On June 1st the redemption of \$50,000,000 of called 5 20 bonds begins. On July 1st the Treasury will disburse about \$25,000,000 gold and \$1,938,705 currency, interest on public debt. These, with other free disbursements of interest and dividend Monies, in May and July, promise much relief to the general market. The city banks made an addition of \$1,070,800 to their legal tender reserve, and of \$1,053,300 to their deposit account, while reducing their loan and discount averages \$888,700. A further slight loss of specie, and a trifling addition to the item of circulation were reported. The daily exchanges of the banks, through the week, were on a reduced scale. The U. S. Sub Treasury augmented both its coin and currency reserves handsomely. The banks are still deficient in their obligatory reserve, the last statement showing that they had \$309,275 less than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, made an addition of over 5/8ths of a million to its coin balance, and 3/4ths of a million to its currency reserve. Its currency reserves at the close of the week were \$18,444,418; and its coin hoard, \$43,288,563.

The clearances of the banks averaged through the week 115 1/2 millions a day, and amounted in the aggregate, for the whole week, to \$693,515,940 as against \$862,472,883 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance \$729,968 and its coin reserve \$656,967 as the result of the week's business.

The specie reserve of the city banks according to the latest return is \$15,989,700, against \$18,112,500 same time last year. The city bank deposits are now \$188,220,600 against \$203,139,100, week ending April 27, 1872. The legal tender reserve amounts to \$37,690,600, against \$45,527,400 same time last year. The circulation now stands at \$27,737,700 against \$27,840,000 same time last year. The loans are now \$269,301,900 against \$274,926,500 at this date last year.

The receipts at the Sub-Treasury in April were \$50,110,754, including \$10,063,200 from Customs, payments, \$44,620,091, including \$4,272,796 of coin interest.

The coin reserve of the city banks is now about 15 1/2 millions as against about 25 1/4 million on the 20th of last July; the legal tender reserve is about 37 1/2 millions against about 55 1/2 millions on the statement of June 15th; and the deposits are now about 188 1/4 millions, against 247 1/2 millions on the 20th of July.

The U. S. Sub-Treasury office last week received \$3,095,579 of currency, and \$4,981,141 of gold, the latter including \$2,410,613 from customs; and disbursed \$2,365,611 of currency and \$4,324,164 of gold, the latter embracing \$661,581 of coin interest.

Government revenues were on a moderate scale last week. The excises yielded within the week about 1 1/2 millions, and thus far in the current fiscal year beginning with July 1, 1872, \$93,153,104. The customs at the port of New York, for the week, were \$2,410,618, and at the outports, about \$825,000 more, in coin or coin certificates.

The cash balances under the control of the Treasury Department on Tuesday were as follows: Currency, \$2,046,844; special deposit of legal tenders for the redemption of certificates of de-

posit, \$29,000,000; coin, \$76,151,320. Coin certificates outstanding, \$26,323,800. Legal tenders outstanding \$357,835,982.

Gold has been less active and quoted cheaper, the later dealings indicated a more confident speculative inquiry. The customs and export drain were comparatively moderate. The range of the price during the week has been from 116 1/2 @117 1/2 and the closing quotation on Wednesday was 117 1/2 against 117 1/2 on Wednesday of the preceding week. The specie outflow last week, was \$773,018. The Gold Exchange Bank clearances have averaged about 59 1/2 millions per day during the week.

The customs demand for Gold last week, averaged \$401,700 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were \$38,130, and thus far in 1873, have been \$1,097,018 against \$622,639 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been \$118,052,850 against \$133,594,403 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, \$63,055,376, against \$65,087,254 during the same time in 1871-2.

The export drain of specie was \$773,017 last week, against \$1,715,619 same week preceding year. The shipments since July 1, 1872, have been \$52,987,129 against \$31,540,250 during the same portion of 1871.

Foreign Exchange has been moderately active and held with rather more confidence. Bankers' sixty day bills on London closed at 108 1/2 @108 1/2; sight bills on London, at 109 3/4 @109 3/4. The week's exports of Domestic Produce have been to the currency value of \$5,355,290.

Under the Treasury programme for May, Government proposes to sell through the Sub-Treasury Gold to the amount at least of \$6,000,000 as follows: Thursday, May 1, \$1,000,000; Thursday, May 8, \$1,500,000; Thursday, May 15, \$1,000,000; Thursday May 22, \$1,500,000; Thursday May 29, \$1,000,000. And to buy in a million of Five-Twenties as follows; Wednesday, May 7, \$500,000; Wednesday, May 21, \$500,000.

Government securities have met with a ready sale at generally strong and buoyant prices.

U. S. sixes of 1881 closed on Wednesday of this week at 120 1/2 @121; U. S. Five-Twenties of 1862, 118 1/2 @118 1/2; U. S. Five-Twenties of 1864 at 118 1/2 @118 1/2; U. S. Five-Twenties of 1865, 120 1/2 @120 1/2; U. S. Five-Twenties of 1865 consolidated, 117 1/2 @117 1/2; U. S. Five-Twenties of 1867, 119 1/2 @119 1/2; U. S. Five-Twenties of 1868, 118 @118 1/2; U. S. Ten-forties at 113 1/2 @114; U. S. Fives of 1881 (Funding Loan) 116 @116 1/2; Six per cent. currency Sixes from 114 1/2 @115 1/2.

State bonds have been more sought after and held with more confidence.

The Railway and Miscellaneous share speculation has been fairly active, but at an irregular range of prices, the fluctuations having been frequent, and rather violent. The later dealings indicated more steadiness.

Railway Mortgages have been in fairly active demand on investment account, and the more substantial issues have been held more firmly.

Central Pacific Sixes have been in good request closing at from 103½@104. Chesapeake and Ohio Sixes have been in good demand and quoted up to 88 and interest. Western Pacific Sixes have been more sought after at 95. The Northern Pacific 7-30 Loan has been selling quite readily at par and interest.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 16.	April 23.	April 30.
Consols .....	93½	93½	93½
U. S. 5-20s, 1865 .....	94½	*91½	92
" 1867 .....	93½	93½	93½
" 10-40s .....	89½	89½	89½
New Fives of 1881 .....	90½	90	90
Erie .....	51½	51½	50½

\* Ex-May coupon.

The May coupons of the first mortgage six per cent bonds of the Chesapeake and Ohio Railroad Company are now being paid at the banking office of Messrs. Flisk & Hatch.

The Metal trade is reviving very slowly. Copper has been quoted about steady, with a limited inquiry almost wholly for job lots. Sales, 50,000 lbs. Lake at 83c., and 59 tons English best selected, at 80½c. Scotch Pig-iron has been further depressed on a restricted trade; sales, 150 tons Glengarnock at \$50@51, and 250 tons Eglinton and Glengarnock at \$49@51. Other kinds quiet; 200 tons No. 2 American Pig sold within our range. We quote: Glengarnock Pig at \$50@51; Eglinton do. at \$49@50; No. 1 American Pig at \$50; No. 2 do. at \$46@48; Wrought Scrap at \$52@55; English rails at \$70@71, gold; American Rails at Works, \$80@85; Pig-lead quiet at 63½c. gold, for ordinary foreign; sales, 50 tons. Spelter dull but steady at 7½c., 8c., gold. Pig-tin inactive; 75 slabs Straits sold at 32. Tin Plates in light demand, with sales reported of 500 boxes Charcoal on private terms; 250 boxes Charcoal Terne, at \$10 75, and 500 boxes Coke on private terms. Charcoal Plates quoted here at \$11 75@12 25; Charcoal Terne, \$10@10 75; Coke, \$9 75@10 50; Coke Terne, \$8 50@9 75, gold, per box. Zinc unchanged, dull.

General business has been somewhat brisker especially in the leading kinds of domestic produce, in good part for export, but prices have been irregular. Breadstuffs closed weak. Provisions firm. Cotton easier. The receipts at all the ports, since Sept. 1, have been 3,226,180 bales, against 2,557,622 bales same time in the preceding year; exports 2,118,477 bales against 1,740,498 bales in the previous year; stock at the ports at latest dates, 448,400 bales against 295,950 bales same date 1871.

Foreign goods have been moderately sought after at about previous figures. The week's imports amounted to \$10,840,763, including \$2,088,748 of dry goods.

Ocean freights have been moderately active, but quoted lower, closing rather more steadily.

At the Live Stock Markets, Bees have been in fair request at from 9½@14 cts. Veals at 5@12 cts.; Sheep at from 5@8 cts.; Swine at 6½@6½ cts. per lb., all live weight. The week's receipts were 9,471 Bees, 3,170 Veal Calves, 16,668 Sheep and Lambs, and 44,795 Swine.

At the auction sale of Scranton Coal on Wednesday, 80,000 tons were disposed of at from \$4 22½@5 12½, as against \$1 15@5 04 in March.

The following quotations of sales of Railway

and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific pref., 23; New Jersey Southern R. R., 35½; do. 1st mort., 79; Pacific R. R., of Mo., 49; do. 1st mort., 86½; Albany and Susq. R. R., 95½; do. 2d mort., 97; Burlington, Cedar Rapids and Minnesota 1st mort., 91; East Tenn., Va. and Ga. 1st mort., 90; Canada Southern 1st mort., 92½; St. Louis and Iron Mt. R. R., 91; do. 1st mort., 98½; Pacific R. R. 7s, guar. by Mo., 98; Cedar Falls and Minn 1st mort., 81; Boston, Hartford and Erie 1st mort., 89; Central of New Jersey 1st mort. new, 108½; Toledo, Peoria and Warsaw 1st mort., W. D., 88; Chicago and Milwaukee 1st mort., 93½; Long Dock bonds, 97½; Detroit, Monroe and Toledo 1st mort., 97; North Missouri 1st mort., 91; St. Louis, Jacksonville and Chicago 1st mort., 90; Mil. and St. Paul 7s, Iowa div., 84; Gt. Western 1st mort., 1888, 95; Lake Shore and Michigan Southern 7s, consol., reg., 98½; Western Union Tel., 84½; do. 7s, 99; Am. Mer. Union Exp., 67; Wells-Fargo Exp., 80; Adams Exp., 95½; Consol. Coal of Md., 56½; American Coal, 62½; Brunswick City Land, 5; N. Y. State 7s, B. L., reg., 106; North Carolina Fund Act 1868, 18; Georgia 7s, 90; Alabama 8s, 1893, 88½; South Carolina 6s, new, Jan. and July, 18 do.; Apl. and Oct., 27.

Philadelphia.—Pennsylvania R. R. allotments, 54; Camden and Atlantic pref., 41½; Nesquehoning R. R., 53½; Westchester and Philadelphia R. R. 7s, 101½; Pennsylvania and New York 7s, 101½; Catawissa new pref., 33½; do. 7s, new, 101; Pittsburg, Cincinnati and St. Louis 7s, 75½; Philadelphia and Reading 7s, new conv., 106; do. Gen'l mort. 7s, reg. 105; do. coupon, 102¾; Connecting R. R. 6s, 87; Harrisburg and Lancaster 6s 94; Lehigh Valley 7s, new, 103½; West Jersey R. R. 6s 96; do. 7s, 101; Huntington and Broad Top Mt. pref., 17; do. consol., 62; do. 2d mort., 89½; Susq. Canal 6s, 75½; Wilmington and Reading 7s, 100; Sanbury and Erie 7s, 100½; 5th and 6th streets R. R., 52; West Philadelphia R. R., 95; Reading C. and I. Co. bonds, 90; Pennsylvania State coupon 6s, 100. The latest quotations are: City 6s, 97½@97½; do. free of tax, 101½@101½; Pennsylvania State 6s, 1st series, 101@—; do. 2d series, 106@107½; do. 3d series, 109@109½; Philadelphia and Reading 58@58; do. Gen'l mort. 7s, coup., 102½@103; do. reg., 105@105; do. mort. 6s, 1880, 95@—; do. 7s, new, conv., 105½@106; United New Jersey R. R. and Canal Co., 119½@120; Camden and Amboy mort. 6s, 1889, 97½@100; do. 1888, 91@92; do. 1889, 89@89½; Pennsylvania R. R., 56½@57; do. allotment, 54@54½; do. 1st mort., 100@100½; do. 2d mort., 97@97½; do. General mort. coupon, 92½@93; do. reg., 96@97; Little Schuylkill R. R., 46½@47; Morris Canal, 49@50; do. pref., 125@127; do. 6s, 92@94½; Susquehanna Canal, 7@8; do. 6s, 76@78; Schuylkill Nav., 7½@7½; do. pref., 14½@14½; do. 6s, 1882, 77@77½; do. 1872, 81@82; Elmira and Williamsport pref., 87@40; do. 7s, 1873, 97@98; do. 5s, 58@59; Lehigh Coal and Navigation, 40½@40½; do. 6s, 1884, 86½@87; do. R. R. Loan, 92½@92½; do. Gold Loan, 93@93½; North Pennsylvania, 47@48; do. 6s, 96½@98; do. 7s, 100@101; do. Chatle 10s, 106@—; Philadelphia and Erie, 25½@26½; do. 6s, 89@90½; Minehill, 52½@52½; Catawissa, 21@21½; do. pref., 44½@45½; do.

new pref., 83½@83½; do. 7s, 1900, 100½@101½; Lehigh Valley, 59½@60; do. 6s, new coupon, 97½@98½; do. reg., 88½@98½; do. 7s, 103½@103½; Fifth and Sixth streets, (horse), 51½@52; Second and Third, 58@59; Thirteenth and Fifteenth, 20@24; Spruce and Pine, 81½@82; Green and Coates 49@50; Chestnut and Walnut, 59@59½; Hestonville, 19½@20; Germantown, 81@—.

Boston.—Connecticut and Passumpsic Rivers R. R., 88½; Norwich and Worcester R. R., 128½; Cincinnati, Sandusky and Cleveland R. R., 17; Rutland R. R., 9; do. pref., 51; do. scrip. No. 3, 86½; Lowell and Lawrence R. R., 97½; Burlington and Missouri R. R. in Nebraska, 66; do. 8s, new, 93; Maryland and Delaware 1st mort. 6s, 43; Eastern R. R. 7s, 1882, 101; Cedar Rapids and Missouri 7s, 1916, 86¾; Atchison, Topeka and Santa Fe R. R., 26; do. 1st mort., 74; do. 7s, L. G., 74½; Salem and Lowell 6s, 92¾; Cheshire 6s, 1877, 95; do. 1880, 93¾; Chicago, Burlington and Quincy 7s, 94; do. rights, 5 47½; Vermont Central 1st mort., 34; Burlington and Missouri R. R. in Iowa, 109; do. 7s, 1893, L. G., 95; Detroit, Lansing and Lake Michigan R. R. 8s, 97½; Western R. R., 6s, 1875, 97¾; Boston and Maine R. R. 6s, 105; Cary Imp., 13½; Boston Water Power, scrip, 70; Boston Land, 6½; Waverly Land, 4½; Maine 6s, 99; New Hampshire 6s, 98½; Massachusetts 5s, 1894, gold, 99½; do. 6s, 1874, gold, reg., 112; Chicago 7s, 98¾; Boston 6s, 1880 currency, reg., 98½; do. 5s, 1874, gold, 112½; do. 5s 1885, gold, 97¾; Cambridge 6s, 1876, 95½; do. 1888, 95; Charlestown 6s, 1888, 95½; St. Louis 6s, 1886, 90; Chelsea 6s, 1892, 98½; Lowell 6s, 1890, 95½; Lynn 6s, 1887, 92; Roxbury 6s, 1884, 98; Allouez Mining Co. 21½; Calumet and Hecla, 154½; Dawson, 25c.; Humboldt, 1½; International Silver, 1; Mesnard, 2¼; Native, 25c.; Petherick, 4; Pontiac, 1½; Shuniah Silver, 1¼; St. Clair, 4; Star, 1½.

Baltimore.—Orange, Alex. and Manassas 7s, 81; Central Ohio pref., 41; do. 1st mort., 86½; Orange and Alexandria 1st mort., 98½; do. 4th mort. 8s, 81½; Northern Central 6s, 1900, gold, 94; Western Maryland 3d mort. guar., 97; Virginia Central 6s, 81½; Maryland Defense 6s, 104½; Virginia consols, coupons, 81½; Atlantic Coal, 2.95; Santa Clara, 3; Savannah City 7s, 84. The latest quotations are: Wilmington, Columbia and Augusta bonds, 80@81; Pittsburg and Connellsville 7s, 1898, 95½@95½; Baltimore and Ohio, 172@173; do. 6s, 1875, 98½@99½; do., 1880, 97@98; do., 1885, 95½@95½; Parkersburg Branch, 11@—; Northern Central, 86@87½; do. 6s, 1885, 92@93; do., 1900, 85@87; do. 6s, 1900 gold, 93½@94½; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 1st mort. 7s, 1892, 99½@99½; do., 2d mort. 7s, 93@93½; do., 3d mort., 8s, 88½@84; Central Ohio, 42@44; do. pref., 41@41; do. 1st mort., 86@86½; Western Md. 1st mort. 6s 1890, 85@90; do. 1st mort. guar., 97@97½; do. 2d mort. guar., 97@97½; do. 3d mort. guar., 97@98; do. 2d mort. pref., 75@85; do., 2d mort. guar. by Washington Co., 81@81½; Richmond and Danville 1st mort., 79@80; Orange and Alexandria 1st mort. 6s, 98@102; do., 2d mort. 6s, 88@91; do., 3d mort. 8s, 95@97; do., 4th mort. 8s, 81½@81½; Orange Alex. and Manassas 7s, 81½@81½; Virginia and Tennessee 1st mort. 6s, 95@—; do.,

6s, 2d mort., 77½@78½; do. 8s, 3d mort., 87½@88½; Baltimore 6s, 1875, 98@98½; do., 1884, 96½@—; do. 1886, 98½@99; do., 1890, 99@100; do., 1893, 97@97; do. 1898, exempt, 101@101½; do., 1900, exempt, 98½@99; do. 1900, new, 98@98½; do. 1902, 98@99; Memphis City 6s, 57@58; Maryland Defense Loan, 1883, 104¼@104½; Virginia 6s, old, 37@40; do. coupons old, 45@50; do. consol. 6s, 53½@53½; do. reg. 51@53; do. coupons, 81½@82; West Virginia, 13½@13¾; City Passenger R.R., 20½@21; George's Creek Coal, 117@125.

#### Illinois Central Railroad.

At a recent meeting of the Directors of the Illinois Central Railroad Company, held at the company's office in this city, the following preamble and resolutions were adopted:

The directors of this company having made arrangements for through communication from Chicago and St. Louis to New Orleans, which they believe will largely increase its business and revenue, desire to provide for outlays required to perfect this connection; also for the extensive and important works in progress upon the Lake Shore at Chicago and to make further provision of steel rails; and therefore determine that the requirements for these purposes may best be provided for by an issue of shares. It is therefore resolved as follows:

**First**—To increase the capital stock of the company from \$25,500,000 by a further issue of shares to the extent of twenty (20) per cent thereupon.

**Second**—That subscriptions from shareholders to the new stock, in even shares, in the proportion of one to every five shares registered in their names upon the 15th day of June next, shall be accepted at par.

**Third**—That the payment of fifty per cent of these subscriptions shall be made upon the 1st day of July next, at which date the company will issue receipts certifying said payment; and the remaining fifty per cent shall be payable on the 1st day of August, 1874.

**Fourth**—These certificates shall bear interest at the legal rate of seven per cent per annum, until the 1st day of August, 1874, payable on the 1st days of January and August, 1874, at the office of the company in New York, at which last day, on the completion of the payment, the certificates shall be exchanged for the share certificates of the company, to be entitled to dividends declared thereafter.

**Fifth**—The certificates shall be transferable in sums of \$50, or the multiples of 50, so that, when the second payment to the company is made, the total amount will correspond to the shares to be issued.

The next dividend of the Pennsylvania Railroad declared, after the full payment of allotments on the 24th of May next, will be in November, when the allotments so paid up by May 24 will be entitled to full dividend. The coming May dividend will be declared before the time limited for the May allotments comes round, consequently the latter cannot be included.

Commissioner Douglas has daily visits from agents or attorneys of railroads asking that their corporations be relieved from the 5 per cent penalty and 1 per cent a month interest on the tax which the Supreme Court has decided is due on dividends declared during the first seven months of 1870. The commissioner has decided that he has no authority to remit these penalties.

The survey of the Chesapeake and Ohio Railroad has been completed to Yorktown, on the Virginia Peninsula. No survey on the Peninsula lower than Yorktown will be made at present.

#### Chesapeake & Ohio Railroad—Low Grades.

Next in importance to a short line rail and water-transport connections, are its advantages in grades. These are so decided as to be equivalent, in effect, to a shortening of its line from 20 to 50 miles over other parallel routes. The profile of the Chesapeake and Ohio elevations represents a nearly uniform ascent, of the easiest grades, from the Ohio river to the summit of the Allegheny chain—208 miles. From Huntington to Clifton Forge, a distance of 231 miles, trains running eastward encounter no grade exceeding 30 feet per mile; and going westward, the direction of lightest trains, no grade east of the summit exceeding 60 feet per mile, and on the west slope of the mountains a light descending grade uniform, or very nearly so, all the way to the Ohio. When the Cincinnati and Chesapeake Railroad is completed, this stretch of easy grades will be prolonged still further, there being no grade between Huntington and Cincinnati, 150 miles, exceeding 15 feet per mile. Together, these will furnish a line of unparalleled gradients, especially as it includes the crossing of the main chain of the mountains, which is only to be overcome on other lines by long detours to the northward; or by continuous heavy grades.

On the remainder of the line, east of Clifton Forge, 192 miles, the grades are generally light, there being less than 10 miles in all exceeding 60 feet; the highest being less than those in common use on east and west lines, and equal to such as are found between New York and Philadelphia.

In the hauling of heavy freights, and also in the economical carriage of passengers, light grades are entitled to great consideration. The Baltimore and Ohio Railroad has at one portion of its line 17 miles of continuous heavy grades, fully 116 feet per mile, on which supplementary power and specially constructed engines are required. The Pennsylvania Railroad also employs grades of 95 feet per mile for several miles in crossing the Allegheny range. The grades of the Erie Railway are heavy at several portions of its line, involving grades of 80 feet to the mile, and must always present a serious obstacle to economy of transportation. Though the average grade of the New York Central line is light it reaches at one point 80 feet per mile. The lengthening of the line to avoid heavy grades, calls for corresponding expenditure in the longer haul between common points.

The following table, compiled from the published data of a large Locomotive manufacturing establishment, will show the relative loss of hauling power by the heavy grades:

FREIGHT ENGINE.				
	on Level.	20 ft.	60 ft.	100 ft.
Maximum load for locomotive.....	2,000 tons.	990	460	285

The Chesapeake and Ohio Railroad is remarkably free from short curves, which are incident to many new lines. The lowest radius of curvature between Richmond and White Sulphur Springs is 1,442 feet; and between the latter point and the Ohio River terminates the minimum curvature is the same, with a single exception on the New River Division.

The Long Island Railroad Company has declared a dividend of 10 per cent, payable in stock, on the 28th of May.

BANKING HOUSE OF FISK & HATCH,  
No. 5 NASSAU-ST., NEW YORK, May 2, 1873.

The present high price of Government Securities is increasing the demand for first-class Railroad Bonds; and as the amounts now offering are comparatively small, it is reasonable to suppose the present difference of from TWENTY to THIRTY per cent. cannot be obtained for any great length of time. Government Bonds are higher now than for several years past. A "Five-twenty" Bond at 120, paying six per cent. on the par value, yields but a small income on its market price, and if an entirely safe investment can be obtained with a difference of 200 to 300 dollars on each 1,000, it is largely to the interest of the holders to make the exchange.

We are recommending the following for such Exchanges or for new investments—all of them payable in gold, principal and interest.

**THE CHESAPEAKE AND OHIO SIX PER CENTS** at 88 and accrued interest, interest payable May and November; these bonds are issued in denominations of \$100, \$500, and \$1,000. The road, 420 miles in length, is now completed, and the business offering is very large, and increasing daily.

**THE WESTERN PACIFIC SIX PER CENTS** at the market price, which is to-day 95, flat. These bonds are \$1,000 each; interest payable January and July. This road having been consolidated with the great CENTRAL PACIFIC, and payment of its bonds, principal and interest, assumed by them, we see no good reason why they should not soon approximate in price to Central Pacific—now 103, and becoming very scarce in the market.

Also, the **CHESAPEAKE AND OHIO SEVEN PER CENTS**, interest payable January and July, secured by a First Mortgage on the Extension to deep water on Chesapeake Bay, on the proposed Kanawha River Branch, and on the Great Bridge to be built over the Ohio River at Huntington, and a Second Mortgage on the Main Line, with all its equipments, depots, &c.

Only \$3,000,000 of these Bonds will be offered for sale at present. Price 90 and accrued interest.

We consider them amply secured, and a very desirable investment. The proceeds will be used in adding largely to the present equipment, and in extending to deep water on the Chesapeake Bay, where the largest steamers in the world can load and unload alongside the cars.

The amount of money to be invested within the next few months will be very large; the Government disbursement alone for the next three months will reach \$100,000,000, and the May and July dividends of the banks, railroads, and other corporations as much more.

We continue to deal in Government and Central Pacific Bonds, receive deposits, on which we allow interest, make collections, execute orders at the Stock Exchange per cash, and conduct a general banking business.

FISK & HATCH.

The coupons due the first day of May on the Port Huron and Lake Michigan Railroad First Mortgage Bonds, will be paid in gold coin on and after that date at the banking office of Kemys & Cox, No. 51 Exchange Place, New York.

## Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR ESCAPE OF FIRE FROM THEIR LOCOMOTIVES—LIABILITY OF PROPERTY OWNERS—WHEN INJURY IS TOO REMOTE.

The facts in the recent case of *The Toledo, Peoria and Warsaw Railway Company vs. Pindar et al.*, (53 Ill. 447), are fully and clearly stated in the following opinion by—

WALKER, J.—It appears from the record in the case, that about the first day of October, 1867, a train on appellants' road, in charge of the employees of the company, passed through the town of Fairbury. It appears that fire was communicated in several places in the village, which was extinguished without producing any serious injury. But the "Dresser Warehouse," a building erected by the company, also took fire and was consumed. There being a high wind at the time, fire was blown across the street and communicated to the store of appellees, consuming the same, together with some \$3,600 or \$3,700 in treasury and Bank notes, and a large amount of goods, as appellees contend. This suit was brought to recover for the loss, and on the trial below the jury found a verdict in favor of the appellees for the sum of \$14,000, upon which, after overruling a motion for a new trial, the court rendered a judgment, to reverse which this appeal is prosecuted.

It is insisted that there was carelessness on the part of the employees of the road, from which the injury resulted; that had due care been observed the accident would not have occurred, and the injury would have been avoided. It is also claimed that the engine threw an unusual quantity of sparks and fire, and owing to the dry weather and the highly combustible condition of the buildings near the road, the company are chargeable with gross negligence in failing to provide against the danger of communicating fire along the line of their road.

These bodies should be held to the exercise of due diligence in operating their machinery. They should be required to provide and keep constantly in use, and in proper repair, the most approved machinery to prevent fire from spreading from their engines to the farms and buildings along the line of their roads, and if an overload of their engines would, with the best appliances in use, in generating steam, produce the escape of sparks and fire to a dangerous extent, then such conduct would be gross negligence. But if the company have provided, and have attached and in proper condition the best appliances, and have only the proper amount of weight of train attached, then the company have not, in making up their train or in attaching the engine thus equipped, been guilty of negligence; and unless wanting in some other requirement, they should not be held guilty of such negligence as requires them to respond in damages. Whether in this case there was such negligence was a question for the determination of the jury from all of the evidence on the trial. It was for them to say whether the fire was communicated from the engine, and if so, whether the company had observed the proper precautions for its prevention, or were guilty of negligence; and whether they have found correctly we do not propose to inquire, as the judgment of the court below must be reversed on another ground, leaving the question of negligence and responsibility

of the company under the evidence to another jury, unbiased by any views we may entertain on that question.

It appears from the testimony of one of the appellees and their witnesses, that the money was in the till of the store, and in a bureau drawer in the upper story of the house, and it appears there was nothing to prevent Henry Pindar, or his sister, Miss Pindar, from saving it. There were two pairs of stairs leading from the store to the room in which the bureau containing the money was situated, and there was no obstruction preventing access to it. Appellee, Henry Pindar, testifies that there was nothing to prevent his saving the money had he thought of it; that failing to do so, was all that prevented his saving it. Miss Pindar testifies that she thought of it, but in the confusion forgot it, and that she could have saved it had she not forgotten it.

Even if appellants were guilty of negligence, appellees were bound to use reasonable efforts to preserve their property. When the fire escaped they had no right to fold their hands and permit their property to be consumed without effort for its preservation, and then claim the right to recover the loss from the company. It is incomprehensible to us, that where it was so accessible and easily secured, no effort was made to remove the money. Unless he was careless or even reckless, we suppose his first thought would have been of the money. Unless indifferent of his loss, we do not comprehend why appellee should have thought of the horses, of comparatively small value, and not of so large a sum of money. Such a course of action would seem to imply a high degree of indifference to his interest, or strong feelings of humanity; but if the latter, we are not prepared to say that appellants should be prejudiced thereby.

There was nothing to prevent the preservation of the money, and failing to do so, appellees must sustain the loss. Had it required effort of an unusual or dangerous character, the case would have been different. But we fail to see that there was danger, and but slight effort was required to obtain it, and thus prevent its destruction. In this respect the evidence fails to sustain the verdict, and the judgment must be reversed.

After the case was submitted on briefs and arguments, appellants have filed a further brief, in which they raise the question whether the facts do not show that the injury was too remote to authorize a recovery. This question seems now to be raised for the first time in the case. It is a question of fact for the jury, to be found under the instruction of the court, and as they have not passed upon it, and as the case will be submitted to another jury when the facts proven, for aught we know, may be different, we deem it improper to discuss the evidence on the question, but leave the parties to contest it before another jury, who have the right to pass upon it unprejudiced by any view we may entertain of the evidence.

The judgment of the court below is reversed and the cause remanded.

Judgment reversed.

The Baldwin Locomotive Works, of Philadelphia, Pa., are just finishing a number of engines for Russian railroads. They are of the usual American style of wood-burning locomotives.

## Steel Rails in Canada.

Evidence of the value of steel rails in the severe climate of Canada is afforded in the present Great Western of Canada report. That company has already 154 miles of steel rails down, leaving 75 miles more to be laid with steel in place of iron. The Directors observe—"It will be seen that the effect of the use of steel rails is beginning to have a sensible influence upon the expenditure of this department." The cost of maintenance of way in the past half-year is only £93,180 against £105,691 in the corresponding period of the previous year, although the traffic was larger and the trains more numerous. The percentage of the maintenance has fallen to 15.64 per cent. of the receipts, against 20.04 per cent.

The tax of five per cent heretofore deducted from each interest and coupon payment of bonds issued by corporations of Pennsylvania is repealed, and the same put upon the companies and made payable 1st of January and July to the State Treasurer. Those companies that have interest and coupons maturing on the 1st of July next claim that the payment of the 5 per cent to holders does not then begin, for the reason that the interest heretofore withheld had accrued up to that under the old law.

At a recent meeting of the directors of the Southwest Pennsylvania Railroad Company, J. K. Ewing, A. E. Wilson, and Thomas A. Scott, were appointed a committee, with power to revise the present line as run from Connellsville to Uniontown, to locate the road, and to let the same. It is the intention of these gentlemen to enter upon their duties at once, and the probabilities are that the road will be let in a very short time, and that the work of constructing it between the points named will be prosecuted to completion without delay.

The Directors of the New York and New England Railroad Company, elected by the Berdell bondholders on the 17th ult., met at the office of the trustees of the Boston, Hartford and Erie Railroad on the 29th, and organized by electing Wm. T. Hart president, and H. C. Luce treasurer. The executive committee consists of Messrs. Watson, Foster and Lathrop, and the finance committee of Messrs. Jewell, Barlow and Dare. Charles P. Clark, of Boston, was elected general manager.

The Secretary of the Interior has decided that the Winona and St. Peter's Railroad Company is entitled to the lands in controversy between that company and the St. Paul and Sioux City Railroad Company. This controversy involved about 50,000 acres, and grew out of overlapping land grants. The decision of Secretary Delano in favor of the Winona and St. Peter's Company sustains the action of the commissioner of the general land office.

At the recent annual meeting of the Copper Falls Mining Company, James A. Coe was elected President, and Oliver B. Crook Secretary and Treasurer. From a report of the treasurer it appeared that the company had on hand a balance of assets over all liabilities, Feb. 1, 1873, of \$36,792 53. Besides this, there was a balance of about \$13,000 due the company for copper sold in New York.

The New Haven, Middletown and Willimantic Railroad was opened from Middletown to Willimantic on the 26th ult. The whole length of the road from New Haven to Willimantic is about 52 miles.

### Notice to Contractors.

**SEALED PROPOSALS WILL BE RECEIVED** until noon of **THURSDAY, May 15th, 1873,** for the **GRADING AND MASONRY** of the Second Track on the main line of the Pittsburgh, Fort Wayne and Chicago Railway.

Between Highland and Enon, Pa., about 8 miles in length.

Between Beloit and Alliance, Ohio, about 5 miles in length.

Between Alliance and Louisville, Ohio, about 11½ miles in length.

Between Orville and Wooster, Ohio, about 13 miles in length.

Between Mansfield and Cresline, Ohio, about 11 miles in length.

Between Cresline and Bucyrus, Ohio, about 12 miles in length.

Between Lafayette and Delphos, Ohio, about 19 miles in length.

Between Fort Wayne and Hadley, Indiana, about 4 miles in length.

Between Columbia and Piercetown, Indiana, about 11 miles in length.

The work will be divided into sections, and proposals may be submitted for the grading or masonry separately.

The company reserve the right to reject any or all proposals. Good and sufficient security for fulfillment of contracts (by bond or bonds) will be demanded. Profiles can be seen and all information obtained on and after May 1st, 1873, for that portion of the proposed work situated between Highland and Cresline, at the Chief Engineer's Office, Pittsburgh, Pa., and for the portion west of Cresline at the Engineer's Office, Fort Wayne, Ind.

Proposals must be enclosed in sealed envelopes endorsed "Proposals for Second Track," and addressed to the undersigned at his office in Pittsburgh, Pa.

**FELICIAN SLATAPER,**  
Chief Engineer.

Pittsburgh, April 22, 1873.

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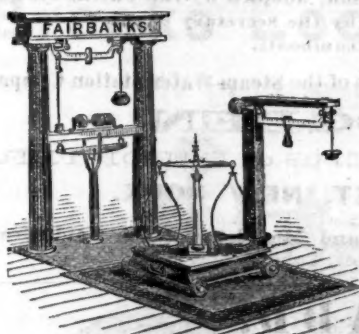
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FAIRBANKS & CO., 34 King William St., London, Eng.  
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FAIRBANKS & EWING, Masonic Hall, Philadelphia, Pa.  
FAIRBANKS, MORSE & CO., 111 & 113 Lake St., Chicago.  
FAIRBANKS, MORSE & CO., 139 Walnut St., Cin., O.  
FAIRBANKS, MORSE & CO., 182 Superior St., Cleveland, O.  
FAIRBANKS, MORSE & CO., 45 Wood Street, Pittsburgh.  
FAIRBANKS, MORSE & CO., 5th & Main St., Louisville.  
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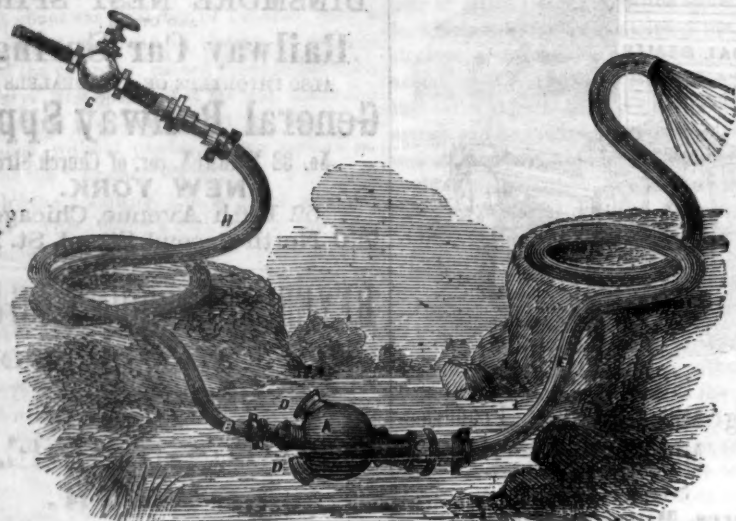
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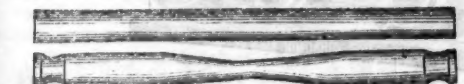
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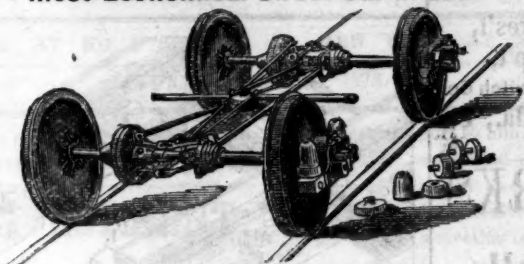
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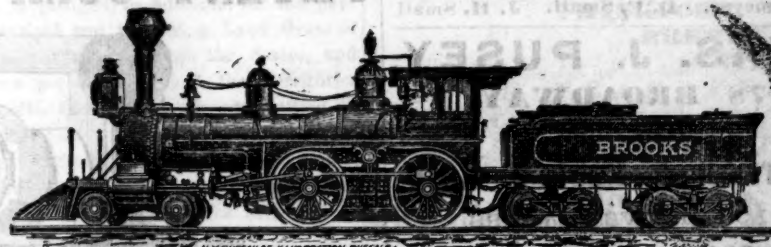
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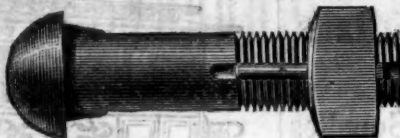
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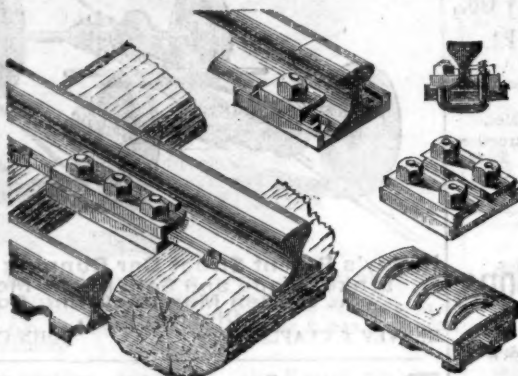
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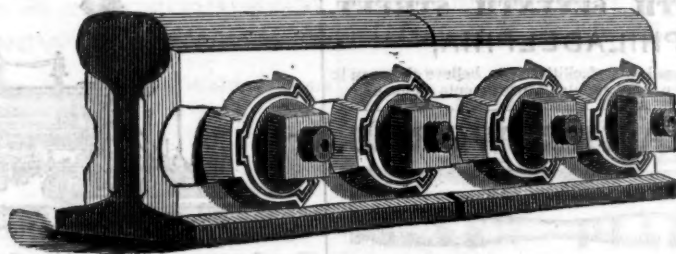
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That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

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That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

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